

The Mining Journal

RAILWAY AND COMMERCIAL GAZETTE

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 1859.—VOL. XLI.

London, Saturday, April 8, 1871.

(WITH) (PRICE FIVEPENCE.
(SUPPLEMENT) (PER ANNUM, BY POST, £1 4s)

MR. JAMES CROFTS, STOCK AND SHAREDEALER,
NO. 1, FINCH LANE, CORNHILL.
(ESTABLISHED 1842.)

HOLDERS of mining shares DIFFICULT OF SALE in the open market may find purchasers for the same through Mr. CROFTS' agency. Also parties requiring advice how to act in the disposal or abandonment of doubtful mining stocks may profitably avail of Mr. CROFTS' long experience on the market in all cases of doubt, difficulty, legal or otherwise.

The rise in the price of tin has imparted great firmness to all tin shares, and very important advances may be looked for. Amongst others, the purchase of GREAT ROYALTON and ROCHE CONSOLS shares is PARTICULARLY RECOMMENDED. At the former mine a great improvement has taken place, and the agent reports that it never looked so well as now. At Roche Consols the works are progressing rapidly, and the shares should be secured.

Bankers: Metropolitan Bank.

MR. W. H. BUMPUSS, STOCK AND SHAREDEALER,
44, THREADNEEDLE STREET, LONDON, E.C., HAS FOR SALE the following SHARES, free of commission:—
15 Anglo-Argent, 11s. 3d. 15 East Caradon, £5 7s 6d. 100 Pestarena, 11s. 3d.
15 Australian, 23s 4d. 5 East Pool, 50 Pounds of Wales, 22s 6d.
15 Australian, 10s. 6d. 5 Eberhardt, £33 1/4. 20 Rosewall Hill.
20 Bedruthan Cons., 24s 9d. 60 Frontline, 6s. 3d. 10 Roman Grav., £13 1/4.
20 Bronfondy, 22s 4d. 10 Frank Mills, 50 So. Condurrow, £6 1/3.
25 Bwch Consols, 39s. 12 Great Laxey, £16 1/2. 30 Sweetland Crk., £4 3s.
25 Caerwyn, 16s. 3d. 20 Gunnislake (Clitters') 10 So. Aurora, £6 1/2.
20 Chiverton Moor, £2 1/2. 32s. 6d. 10 Tankerville, £14.
15 Cefn Consols. 10 Great Vor., £9 1/2. 50 Taquarill, 3s. 3d. pm.
75 Chontales, 7s. 9d. 20 Marke Valley, £7 1/4. 3 Van, £57 1/2.
5 Cook's Kitchen, £24. 60 New Trelawny, 10s. 6d. 50 Vans Consols, £1 14 3d.
15 Don Pedro, £2 16s. 3d. 50 North Treskerby. 5 W. Chiverton, £32 1/2.
2 Devon Great Consols. 15 North Croft, £2 1/2. 20 West Caradon.
40 Drake Walls, 29s. 6d. 30 Pacific, 27s. 6d. 30 West Maria, 27s.
10 Eclipse, 3s. 9d. prem. 5 Providence, £3 1/2. 25 West Tankerville.
5 East Lovell, £2 7s 6d. 52 Pen'Alt, 13s. 9d. £2 18s. 9d.
10 East Bassett. 35 Plymllmon, 3s. 9d. 50 Yudanamutana.

W. H. B. transacts business in every description of shares at the best market prices, and free of commission.

Daily Price-List free on application.

Bankers: National Provincial Bank of England, E.C.

MR. WILLIAM SEWARD, STOCK AND MINING SHARE BROKER, 19, THROGMORTON STREET, LONDON, E.C., Every description of shares BOUGHT and SOLD at the best market prices.

MR. JOHN RISLEY, STOCK AND SHARE BROKER, 77, CORNHILL, LONDON, E.C.

Bankers: London and Westminster, Lothbury.

Wheat Grenville, East Wheat Grenville, Wheat Creb, and West Caradon

Mines strongly recommended, all being sound progressive properties, and likely

to command a market value of from 100 to 500 per cent. more this year.

MR. JAMES STOCKER, 2, CROWN COURT, THREADNEEDLE STREET, LONDON, SHARES FOR SALE (many others unentered) for cash or account:—
10 W. Chiverton, £32 1/2. 15 Sweetland Crk., £2 1/4. 100 Eclipse, £5 1/2.
70 Taquarill, 3s. pm. 15 So. Condurrow, £6 1/3. 10 Tankerville, £14.
10 Great Laxey, £16 1/2. 10 Great Vor., £9 1/2. 25 Vans Consols, 32s.
100 Uni. Mexican, £11 3/4. 2 West Francis, £42 1/2. 5 East Lovell, 22s.
Bankers: London and Westminster, Lothbury.

IMPORTANT TO INVESTORS IN BRITISH AND FOREIGN MINES, RAILWAY STOCKS, and other Securities of all descriptions.

Dividends at the rate of 5, 10, and 15 per cent.

Consult MR. JOHN B. REYNOLDS' SPECIAL LIST OF INVESTMENTS. Sent free by post on application to JOHN B. REYNOLDS, Stock and Share-dealer, 70 and 71, Bishopsgate-street, Within, London, E.C.

MR. THOS. J. BARNARD'S MINING OFFICES, 175, 176, 177, and 178, PALMERSTON BUILDINGS, OLD BROAD STREET, LONDON, E.C.

REGISTERED OFFICES OF THE QUEEN SILVER AND COPPER MINING COMPANY (LIMITED), THE KING SILVER AND COPPER MINING COMPANY (LIMITED), THE VIRTUOUS LADY MINING COMPANY (LIMITED).

PRICES OF SHARES THIS DAY.—QUEEN, 50s.; KING, £1 2s. 6d.; VIRTUOUS LADY, 30s.

The almost unprecedented success of the VIRTUOUS LADY for tin and copper, and the QUEEN and KING for silver, tin, and copper, blended with the amalgamation works, introduced for the extraction of silver from the lowest class silver ore, and the most scientific principles, place these properties before the public, not as a speculation, but as a mining investment.

The list of shareholders include the nobility, clergy, gentry, and professional and influential business men throughout England.

Dated April 6, 1871.

THOS. J. BARNARD, Secretary.

JOHN LEAN, M.E., AND CO., STOCK AND SHARE DEALERS, 5, AUSTINFRIARS, OLD BROAD STREET, LONDON, E.C. J. L. late manager of Silver and Copper Mines, Chile, and more recently from Cornwall, has had long experience in gold mining, and is thoroughly conversant with the Spanish and Portuguese languages.

Gold, Silver, and other Metallic Mines examined, surveyed, and reported on shore or abroad.

Stocks or shares negotiated in every kind of available security.

We cannot too strongly recommend the immediate purchase of EAST LLYNGNOG shares, at £3. We have 40 shares for sale. These should be bought at once for a considerable rise. We strongly advise their purchase. This extraordinary mine is yielding large quantities of ore, and will no doubt turn out to be one of the richest lead properties in Wales. ABERDAUNANT and TERRAS (The) should also be bought.

NOTICE OF REMOVAL.

MR. G. D. SANDY, STOCK AND SHAREDEALER, 2, PINNER'S COURT, OLD BROAD STREET, LONDON, E.C. (Late of 48, Threadneedle-street.)

MESSRS. WM. MARLBOROUGH AND CO., 29, BISHOPSGATE STREET WITHIN, LONDON, E.C. (Established 16 years), have FOR SALE the FOLLOWING SHARES at prices annexed:—

50 Aberdaunant, 23s. 6d. 5 East Lovell, £2 7s 6d. 1 South Caradon, £22 1/2.
30 Almada, 20s. 9d. 100 E. Party United, 40s. 10 So. Condurrow, £6.
100 Assheton, £3 1/4. 20 East Grenville, £3 9s. 20 Sweetland Crk., £4 3d.
50 Anglo-Argent, 10s. 9d. 5 East Pool, £13 1/4. 5 South Croft, £16 1/2.
20 Bedruthan Consols, 39s. 20 East Caradon, £1 1/2. 20 St. Francis, £28 1/2.
10 Bronfondy, 49s. 30 East Seton, 26s. 9d. 5 Tankerville, £14.
20 Blue Hills, £2. 40 Frank Mills, 26s. 9d. 60 Taquarill, 3s. 3d. pm.
30 Bwchadraunant, 24s 6d. 100 Guerrero, 4s. 50 Terras, 29s. 6d.
20 Cefn Brea, £3 1/4. 10 Great Vor., £9 1/2. 2 Van, £56 1/2.
5 Cook's Kitchen, £23 7s. 20 Great Retallack, 25s. 40 Van Consols, 3s 6d.
10 Chiv. Moor, £2 8s. 6d. 30 Hington, £2 24s. 5 W. Chiverton, £32 1/2.
20 Cefn Consols. 5 Minera, £15s. 5 Wh. Kitty (Lelant).
30 Chiverton Val., 26s 6d. 100 New Beldon, 15s. 6d. 5 Wh. Kitty (Lelant).
10 Caerwyn Coly., 42s. 20 North Croft, £2 13s. 100 W. Caradon, 15s. 6d.
10 Devon Consols, £9s. 5 North Roscar. 50 W. Stiperstones, 15s.
10 Dolcoath, £147. 40 Prince of Wales, 21s 6d. 25 W. Grenville, £4 4s.
50 Drake Walls, 19s. 6d. 100 Princess of Wales, 4s 6d. 20 W. Tankerville, £2 18s 2d.
20 Don Pedro, £2 12s. 3 Providence, £33 1/2. 10 Wheal Uny, £6 3s. 6d.
50 East Liangynog. 50 Rhydtag. 30 West Maria, 24s. 9d.
50 Eclipse, 4s. prem. 5 Roman Grav., £13 1/2. 5 Wh. Kitty (St. Agnes).
5 Eberhardt, £35 1/2. 20 Rosewall Hill, 21s. 59s.
10 Egrem. Lle. 5 St. John del Rey, £29 1/2. 100 W. Drake Walls, 2s 9d.
W. M. and Co. have business in New Hington, Excalator, Wheal Seton, Trevarrack, Plymllmon, Nanglais, West Pant-y-Go, West Egair Lle, and Rose and Culverton.

MR. GEORGE BUDGE, STOCK AND SHAREDEALER, No. 4, ROYAL EXCHANGE BUILDINGS, LONDON, E.C. (Established 21 years), is a SELLER at net prices of:—

20 Roman Gravels, 5 West Chiverton, 50 Trevarrack, 10 Great Vor, 5 Pendarvor, United, 100 Creb, 25 Rose and Chiverton, 60 Prince of Wales, 50 Bronfondy, 80 East Liangynog, 2 Minera, 5 Tankerville, 100 New Beldon, 50 West Caradon, 2 Devon Consols, 30 North Croft, 25 Cefn Consols, 20 Po'bre, 20 East Grenville, 250 Aberdaunant, 32 West Jewell, 60 Gwanton, 3 Whal Jane, 10 West Treymaine, 250 West Cumberland, 70 Nanglais, 200 New Dale, 3 West Francis, 120 Bedmora, 250 Hington Down, 70 Great Caradon, 130 West Pant-y-Go, 100 East Chiverton, 45 Carn Camborne, 50 South Herodstow, 10 Eberhardt, 25 South Aurora, 100 Port Phillip, 200 Anglo-Brazilian, 120 Taquarill, 200 General Bradman, 80 Sweetland Crk, 50 Alamillos.

SPECIAL BUSINESS in Anglo-Brazilian, West Francis, Trevarrack, Minera, West Basset, Rose and Chiverton, and Roman Gravels.

THE SHROPSHIRE LEAD MINING DISTRICT.
PETER WATSON'S "WEEKLY MINING CIRCULAR AND SHARE LIST—SYNOPSIS OF CORNISH AND DEVON MINES," &c., of Thursday, April 6, No. 629, contains a further continuation of the review of the Shropshire Lead Mining District.

MR. PETER WATSON, STOCK AND SHAREDEALER,
79, OLD BROAD STREET, LONDON, E.C.
Bankers: The Alliance Bank, and Union Bank of London.

THE SHROPSHIRE LEAD MINES.

PETER WATSON'S "WEEKLY MINING CIRCULAR AND SHARE LIST—SYNOPSIS OF CORNISH AND DEVON MINES," &c., of Thursday, April 6, No. 629, price 6d. each, forwarded on application, contains important information on the leading Dividend Mines of Shropshire and Wales, and the Dividend and Progressive Mines of Cornwall.

MR. W. H. COOKE L. L.,
No. 42, CORNHILL, LONDON, E.C.
Daily price-list on application.

MR. T. A. MUNDY, STOCK AND SHAREBROKER,
38, BISHOPSGATE STREET WITHIN, E.C.
Bankers: City Bank.

MR. Y. CHRISTIAN, STOCK AND SHAREDEALER,
11, ROYAL EXCHANGE, E.C.
Bankers: Bank of England.

MR. E. J. BARTLETT, STOCK AND SHAREDEALER,
No. 30, GREAT ST. HELEN'S, LONDON, E.C., transacts business at prices in every description of security.

* Eighth edition, "How to Invest, and What to Select." Now ready, post free for seven stamps.

Buyer or seller of shares at the closest prices in Bronfondy, Bwch Consols, Chiverton Valley, Fedw, South Darren, Cefnath, Great Lovell, East Seton, West Godolphi, Llywernog. Rhydtag, Providence, West Chiverton, and Frank Mills.

MR. HENRY MANSELL, STOCK AND SHAREDEALER,
34, GREAT WINCHESTER STREET, LONDON, E.C.

EAST LLYNGNOG MINING COMPANY (Limited). This mine is opening out beyond the usual sanguine anticipations. The shares have been in good demand. A large sale of lead will soon be made. Mr. H. M. strongly advises the immediate purchase for a great rise from present quotations, and can offer 50 shares (or part of same), at £2 15s. each net.

West Jewell, Taquarill, South Condurrow, Great Vor, and Terras recommended.

Daily List of Closing Prices sent to clients free on application.

Bankers: London Joint-Stock Bank.

MESSRS. W. DUNN AND CO., STOCK AND SHAREDEALERS, 3 AND 4, GREAT WINCHESTER STREET BUILDINGS, LONDON, E.C.
Bankers: National Provincial Bank of England.

FOR SALE, at prices affixed:—
20 Aberdaunant, £1 6s 6d 50 Great So. Chiverton, 10 Roman Grav., £13 1/2.
30 Cashwell, £2. 5 Great Vor., £9 5s. 25 Rosewall Hill, £1 1/6.
30 Drake Walls, 19s. 9d. 25 W. Lovell, £1 7s 6d. 20 South Cardigan Bay.
20 East Liangynog. offer wanted.
5 East Lovell, £2 25s. 10 No. Croft, £2 12s. 6d.
50 East Terras. 20 Pen'Alt, 11s. 6d. 5 Taquarill Gold, £1.
5 Eberhardt & Aurora, 20 Penhalls, £4 16s. 2d. 20 Virtuous Lady.
£34 10s. 50 Prince of Wales, £1 2s. 20 West Jewell.
15 Great Rock, £1 2s. 6d. 10 W. Tankerville, £2 17 1/2.

SILK AND CO., STOCK AND SHARE BROKERS,
32, REGENT STREET, PICCADILLY, W.
We are prepared to negotiate the purchase or sale of STOCKS and SHARES at the closest market prices, for CASH only.

FRANK LIMMER, Secretary.

MR. H. B. RYE, STOCK AND SHAREBROKER,
77, OLD BROAD STREET, E.C. (Established Twenty-five Years), is a BUYER or SELLER of the following shares:—

West Bassett. South Croft. Margaret.
Cook's Kitchen. St. Ives Consols. Carn Brea.
East Lovell. West Chiverton. Eberhardt.
Great Vor. Tincroft. Roman Gravels.
North Croft. Kitty (Lelant). Carn Camborne.
South Condurrow. West Frances. Dolcoath.
South Frances. Uny.

PENDARVES UNITED.—An offer wanted for a share, and no reasonable one will be refused.

N.B.—With strangers, references exchanged.

THE CITY EXCHANGE MINING AND INVESTMENT OFFICES, 32, NEW BROAD STREET, LONDON, E.C.
ALFRED FISHER, MANAGER.

We advise the immediate purchase of shares in the EAST LLYNGNOG MINING COMPANY (Limited). We have 100 shares for sale at £3 per share. Another discovery of ore has just been made; the lead of lead is 10 in. wide, and the lode is very similar in character as well as the lead to that of Tankerville. It is believed this mine will commence returning ore at once. We hear that they will sell 50 tons—their first parcel, now preparing for the market—and early dividends are expected. This is the cheapest stock in the market. See the agent's reports.

THE TERRAS TIN MINE shares investors will do well to buy. It is stated they have a lode worth 100 per fathom. We have only 55 that we can offer for sale. Apply at once. This mine will soon rank amongst the best dividend-paying mines in the West of England.

ABERDAUNANT.—The recent discovery of lead in this mine is holding out beyond expectations, and the property never looked so well as at the present time. Wanted to purchase, 500 shares in the EAST LLYNGNOG at a shade under the above price.

Business promptly transacted in every available security.

The following shares should be purchased:—TAQUARILL, ABERDAUNANT, EAST LLYNGNOG, TANKERVILLE, DEVON CONSOLS, and GREAT VOR shares.

Twenty-six Years' Experience.

MR. F. W. MANSELL, STOCK AND SHAREDEALER,
1, PINNER'S COURT, OLD BROAD STREET, LONDON, E.C.
Daily List of closing prices in British and Foreign mines every evening (free).
References exchanged.
Bankers: London Joint-Stock Bank.

PERRAN WHEAL VYVYAN SILVER-LEAD MINE (Limited).—Mr. F. W. MANSELL calls the special attention of the public to the advertisement of this mine. Prospecting, with every information, forwarded on application.

1, Pinners' Court, Old Broad-street, E.C.

ENDEAN AND CO., STOCK AND SHAREDEALERS, BRITISH AND FOREIGN STOCK, SHARE, and MINING OFFICES, 85, GRACECHURCH STREET, LONDON, E.C.

EAST LLYNGNOG.—We especially advise the immediate purchase of shares in the county. The company has made hundreds of tons of lead is opened upon. The ore is being brought to surface, containing rocks of solid lead from 1 cwt. to 7 cwt., each, and parcels of ore going into the market within a few weeks of the formation of the company, and the adjoining mine on the same lode has paid over £1,500,000 in profits, we feel assured this mine will be in the Dividend List almost immediately. We strongly advise it to our clients. Investors, by purchasing largely at present prices, cannot fail to make colossal fortunes.

TERRAS TIN MINE.—We advise the purchase of these shares without delay, being convinced that it will soon be one if not the leading tin dividend-paying mine in the United Kingdom. The company is one of the best in the country. The Register is open for the benefit of clients. On receipt of One Guinea, we stamp, they will be entitled to the fullest information and best advice that we can give touching all properties for 12 months from date of their subscription.

All negotiable stocks dealt in for cash or account. Our bureau of mines and guides to bona fide investments, with price current, will be forwarded free to clients on application.

ENDEAN and Co., 85, Gracechurch Street, London, E.C., Members of the Lombard Exchange, Lombard-street.



MR. CHARLES THOMAS,
MINING AGENT, AND GENERAL SHAREDEALER,
3, GREAT ST. HELEN'S, LONDON, E.C.

Third Edition. Now ready, post free, sixpence,
INVESTMENTS AND SPECULATIONS
FOR 1871.
CHARLES

Wheal Burrow and Butson Consolidated

MINING COMPANY (LIMITED),

Comprising two important Lead, Blende, and Copper Mines, near St. Agnes, Cornwall,
ALSO KNOWN AS WHEAL DAVEY,

IN THE MANOR OF MITHIAN, ADJOINING PERRANZABULOE.

To be incorporated under the Companies Acts, 1862 and 1867, limiting the liability of shareholders to the amount of their respective subscriptions.

PRELIMINARY CAPITAL, £13,000,

Divided into 80 "A," or 10 per cent, preference, shares, and 50 "B," or deferred, shares, of £100 each.

No allotment will be made unless at least 50 A shares are subscribed for.

Calls on the A shares will be payable as follows, viz.: £2 10s. on application; £27 10s. on allotment; £30 in two months after; £20 in four months, and £20 in six months.

The A shares will be entitled to a preference dividend of 10 per cent. on the amount paid up, out of the profits made in each year; after payment of which the profits will be equally divided between the A and B shares.

The B shares will be issued as fully paid-up to the vendors of the mines, and will represent the consideration for the lease or license, no cash being required for this purpose.

No promotion money will be charged, and in the event of no allotment being made, all preliminary expenses will be paid by the vendors, and the £2 10s. paid on application returned without deduction.

The Articles of Association will be "Table A" of the Companies Act, 1862.

BOARD OF DIRECTORS.

CHAIRMAN—CHARLES MORRIS, Esq. (Chairman of the Fortuna Lead Mining Company, Limited, and Director of the Bank of Australasia).

S. E. ILLINGWORTH, Esq., 9, Norfolk-crescent, Hyde-park.

J. W. WILLIAMSON, Esq. (Director of the United Mexican Mining Company).

LOCAL DIRECTORS.

WILLIAM HORTON DAVEY, Esq., Bochym, Helstone, Cornwall.

GEORGE S. ARNALL, Esq., Merchant, Redruth, Cornwall.

BANKERS—Messrs. JOHN MICHAEL WILLIAMS and Co., Redruth (West Cornwall Bank).

Messrs. GLYN, MILLS, CURRIE, and Co., 67, Lombard-street, E.C. (London Agents for the West Cornwall Bank).

SOLICITOR—JAMES ARTHUR MORGAN, Esq., F.G.S., 47, Finsbury Circus, E.C.

AUDITORS—Messrs. J. WADDELL and Co., New Poultry Chambers, Poultry, E.C.

MANAGER AND SECRETARY—HENRY VON USTER, Esq., F.G.S.

OFFICES (pro tem.)—47, FINSBURY CIRCUS, E.C., LONDON.

PROSPECTUS.

This company is formed to acquire a lease or license of the above mines for 20 years at a royalty of 1-18th, or a rent of £20 per annum, merging in the royalty; to purchase and erect the machinery necessary for unwatering these mines to their present depth of about 87 fathoms, and for further sinking the shafts and winzes, and extending the levels, and raising and dressing the ores of lead, blende, and copper which will be laid open as soon as the mines are drained to the 20, 30, and 40 fathoms levels.

The geological and geographical position of these mines is unquestionable, being within the celebrated Chiverton group of silver-lead mines, about three miles west of the rich West Chiverton (paying 80 per cent. per annum dividend), the lodes of which pass through the whole length of Wheal Burrow and Butson. The engine-shaft (87 fathoms deep) is near the centre of the two mines within two miles of the Port of St. Agnes, and seven miles of either Truro or Redruth Railway Station by excellent roads.

These mines were worked to great profit some years ago, and were discontinued in consequence of the death of one of the owners, and of the produce turning mostly into jack, or blende (sulphide of zinc, or zinc ore), which at that time was unsalable when associated with a certain percentage of copper, and when free from copper brought only £1 5s. to about £2 per ton.

The present price of the blende, or zinc ore, which can be raised even before the mines are completely unwatered, is calculated to be not less than £3 15s. per ton, there being now no difficulty in treating zinc ores mixed with copper or lead. An assay made by Messrs. Johnson, Matthey, and Co., in June, 1870, produced 48% zinc, 22% lead, and silver 1.050 oz.

Wheal Butson produced above and about the 32 fms. level, with imperfect machinery, upwards of £50,000 worth of copper ore.

Precipitate of copper to the value of many thousand pounds was collected from the mine water by the simplest possible method. With improved appliances the quantity can easily be increased. This is important, not only as a source of revenue, but as a proof of very large deposits of copper ore.

The gossan found on the back of the main lode, and of which many thousands can probably still be raised, has been largely worked away, and some assays of it have produced 42 ozs. of silver and 2 ozs. of gold, or a money value of about £18 per ton.

By the accompanying reports it will be seen that a return of from 10 to 200 tons of jack (zinc ore) can almost immediately be raised monthly, which will give a handsome profit, with every probability of speedy improvements in quantity and quality.

The greatest value of the blende, however, is that, according to the experience of late years in all the most successful mines, such as the Van, and the Dillie, in Wales, the West Chiverton, and others in Cornwall, this ore has been the sure precursor of large deposits of lead.

In the eastern part of Wheal Burrow many tons of silver-lead ore have been raised and sold from the adit, without any level having been driven in the very extensive virgin ground. There can be no doubt but that under the adit the lead will greatly improve.

Referring to the chances of immediate and valuable discoveries, the following extract from the report by Captain Samuel George, M.E., who recently inspected part of these mines, is of importance:—

"I find, to my surprise, east of the engine-shaft the adit, all above and below, so far as the water would allow, has been all taken away by tributaries since the mine ceased working. At the extreme end of the workings eastward (see E. and W. Section No. 1, in engravings which accompany the prospectus) there is a cross-course which has never been cut through. This could be done at once, when I have no doubt the lode will be found productive on the other, or eastern side, as it is proved on the western side."

Besides the benefit of the ores already discovered, this company will have the advantage of shafts and levels which have been made at an expenditure of at least five years, and, according to a carefully detailed and moderate valuation (which can be seen at the office), of the money value of £23,000.

To illustrate the spirit with which the operations have been commenced, it suffices to quote from the detailed valuation that the north adit is of the length of 350 fms., the south cross-cut adit 234 fathoms, and the adit level on the main lode 627 fathoms, making in all 1211 fathoms, or one and one-third of a mile of drivage at (say) 25 fathoms from surface, all of full height and width, and executed in the best miner-like manner.

The capital now sought is chiefly required for the purchase of machinery, which can be bought good second-hand, in consequence of the depression of the price of copper, at about one-third of its original cost. The value of this machinery will, with the revival of mining in Cornwall, considerably increase.

Responsible engineers will be glad to enter into contracts to supply pumping, crushing, and dressing machinery, and to execute the whole of the erections, included in a detailed estimate (also to be seen at the office) for the sum of £30,000.

The accompanying reports are by practical miners, some of whom worked in these mines before they were discontinued.

It is confidently anticipated that such sale will produce a large profit even at a formal valuation.

The adoption of Table A. of the Companies Act, 1862, as this company's Articles of Association, is a guarantee that every possible care is taken to protect the interest of the shareholders, such table having been prepared for and approved of by Parliament.

Application for shares in the annexed form may be made to the secretary or solicitor at the temporary offices of the company.

The only agreement affecting the company is dated the 16th day of March, 1871, and made between the vendors of the one part and the trustee for the company of the other part.

REPORTS.

Captain SAMUEL GEORGE, Mining Engineer, Redruth, Cornwall. Redruth, Cornwall, July 21, 1870.—At your request, I have carefully inspected, both underground and surface, "Wheal Davey," better known as "Wheal Burrow and Butson" Mines, situate in the manor of Mithian, in the parish of St. Agnes, Cornwall. I find the sett about 550 fathoms east and west on the run of the lodes, which are eight in number, and about 400 fathoms north and south. In consequence of the mine being full of water to the adit level, I have only been able to survey this part of the mine, and not without some difficulty. The adit, which is about 25 fathoms from surface and driven on the main lode, I find to my surprise, east of the engine-shaft, the lode all above and below, so far as the water would allow, has been taken away by tributaries since the mine ceased working. This I consider a very important feature for the ground below, as there is no level below the adit in this direction for upwards of 200 fathoms in length.

When levels are continued from the engine-shaft at a greater depth I consider you have every reason to expect profitable ore ground and in large quantities. At the extreme end, or workings eastward, there is a "cross-course" which has never been cut through; this could be done at once, when I have not a doubt the lode will be found productive on the other, or eastern, side as it is proved on the western side. The engine-shaft is sunk to the 62 fathoms level perpendicular. Judging from the strata of ground in all the other shafts, I think you will find it firm, and in good condition. From information I have gained, which I believe to be correct, the last working of the mine was principally confined west of the engine-shaft, or western side of the mine, and the ground which has been opened out at the deep levels has been worked very little indeed, particularly eastward, which I consider the most important part of the property. The machinery which will be required; say, nothing less than a 60-in. pumping-engine, the engine-house, which is at present standing, must be erected, and a stack or chimney is good. This engine should be all until the mines are cleared up to bottom, a horse whim will be sufficient for all winding purposes, in fact, all surface work should be limited to what is only required. You must bear in mind at present there is no machinery whatever on the property, but I should say £4000 to £5000 will be fully sufficient to get the mines in full working order, but with this sum it will require care, judgment, and economy, and practical experience. Situated as the mines are in the celebrated Chiverton district, and looking at the strata of ground which are quite congenial to lead, copper, and

silver, I know of no better place for a new mine. The machinery consisted of a 50-in. cylinder engine, 10-feet stroke in cylinder, and 7 feet in shaft; 14-in. pit work; water, 3 strokes per minute in summer, and 4 strokes in winter. There was no crusher erected or jiggling machines, and the whole of the dressing of ore was done by hand. There was no drawing machinery; it was all done by horses—three every six hours, in one whim. Many thousand pounds worth of precipitate of copper was procured by causing the water from the mine to run into scrap iron. I know of no such good speculation in the neighbourhood of Mithian as Butson and Burrow Mines.

PETER HARRIS.

FORM OF APPLICATION FOR SHARES.

To the Directors of the Wheal Burrow and Butson Consolidated Mining Company (Limited).

GENTLEMEN.—Having paid to the bankers of the company the sum of £2 10s. per share on application, I hereby request you will allot me that number, and I hereby agree to accept the same or any less number that may be allotted to me on the terms

of the prospectus, and I agree to pay the sum of £27 10s. per share on allotment, and authorise you to insert my name on the Register of Members for the number of shares allotted to me.

Usual signature
Name in full
Residence
Profession

Date.....

MESSRS. OXLAND AND HOCKING'S
PATENT SELF-ACTING CALCINER,
FOR BURNING OR ROASTING TIN,

And other ores containing Arsenic, Sulphur, and other volatile matters. This calciner has now been in full operation for upwards of two years, and its efficiency may be judged by the following testimonial:

Wheal Basset, 31st January, 1871.

To Messrs. Oxlard and Hocking.—We have pleasure in stating that your calciner has been in full work in these mines for upwards of two years, and continues to give every satisfaction. We believe it to be superior to any other kind of calciner yet erected for burning the ores, the ores being better burnt, and effecting a great saving of fuel.

W. W. MARTYN, Manager,
(Signed) W. H. TREVENAE, W. H. PASCOE, Agents.

The Devonshire Great Consolidated Copper Mining Company, Tavistock, 26th January, 1871.

During the past twelve months Messrs. Oxlard and Hocking's patent revolving calciner has been in full operation at the arsenic works of these mines, and the result has exceeded our utmost expectations. The process is easy, regular, and economical, effecting a clear saving of at least 50 per cent. on the usual mode of reduction by means of ordinary furnaces.

(Signed) JAMES RICHARDS, Superintendent.

Wheal Jane Mine, 2nd December, 1870. Messrs. Oxlard and Hocking's patent calciner is in full work, and is a complete success.

(Signed) WILLIAM GILES, Manager, WILLIAM GILES, Jun., Agent.

Pendarves United Mines, Camborne, 14th February, 1871. I have great pleasure in saying that your patent calciner continues to give entire satisfaction, and is capable of doing any amount of work if properly served. In the absence of the clerk, whose book will show the exact quantity of coal, I can only say we are consuming considerably less than half what we did with the ovens.

(Signed) REGINALD T. GRYLLS, Purser and Manager.

Terms for erection, and every information, may be obtained on application to the Patentees—Dr. OXLAND, Compton Gifford, Plymouth; or to Mr. JOHN HOCKING, Jun., Trewiragle-terrace, Redruth.

BRITISH AND FOREIGN INVESTMENT.

MR. THOMAS SPARGO, STOCK AND SHARE DEALER, 224 and 225, GRESHAM HOUSE, OLD BROAD STREET, LONDON, E.C. Established Twenty Years, Thirteen at the above address.

Mr. S. transacts every Description of Business in the Purchase and Sale of Shares in Banks, Canals, Mines, Railways, Bridges, Insurances, and all other British and Foreign Stocks.

He will give every information as to the position and prospects of all mining undertakings upon application, either personally or by letter; and is enabled, through his long experience, aided by his periodical visits to Cornwall, Devon, and Wales, to furnish the most reliable information as to the numerous mines in those districts. He is prepared to give the best advice as to investment in mines, when to buy and sell, and if necessary inspect them himself, as in all cases he wishes to guide his clients by the intrinsic value of properties; and will furnish a selected list of dividend and progressive companies. Fee, £2 2s.

Mr. SPARGO has published the following works:—

Statistics and Observations upon the Mines of Cornwall	, 1859, price 2s. 6d.
ditto	1860, , 5s.
ditto	1862, , 5s.
ditto	1864, , 5s.
ditto	1865, , 5s.
ditto	1867, , 5s.
ditto	1868, , 5s.

"The Mines of Wales—their Present Position and Prospects," 1870. Physical, Geological, and Parish Map of Cornwall—scale, three miles to an inch, printed in three colours, showing the various mining districts, the heights of the hills, &c. Price 10s. 6d., on cloth and rollers.

Geological maps of various mining districts, showing the boundary line of each mine, with the lodes, cross-courses, and even courses traversing the same. Price 2s. 6d. each.

Sixth Edition, with accurate Statistics, price 1s.; or free per post, 13 stamps.

B R I T A I N ' S M E T A L M I N E S : A COMPLETE GUIDE TO THEIR LAWS, USAGES, LOCALITIES, AND STATISTICS.

By JOHN ROBERT PIKE, Author of "Facts and Figures," and other works on the Mines of Cornwall and Devon.

CHAPTER I.—Mining for Metallic Minerals, considered as a National Industry and as a Field for Investment.

CHAPTER II.—British Mining—Does it Pay?

CHAPTER III.—Geological and Mineralogical Characteristics.

CHAPTER IV.—The Mines of Cornwall and Devon.

CHAPTER V.—The Mines of England and Wales (Cornwall and Devon excepted), Scotland, Ireland, and the Isle of Man.

CHAPTER VI.—System of Raising, Dressing, and Selling Ores.

CHAPTER VII.—The Stannaries Court and the Cost-Book System of Management.

CHAPTER VIII.—The Stannaries Court and the Companies Act, 1862.

CHAPTER IX.—The Mine Share Market—Conclusion.

OPINIONS OF THE PRESS.

"One of the most valuable works for the investor in British mines which has come under our notice, and contains more information than any other on the subject of which it treats."—*Mining Journal*.

"The book will be found extremely valuable to investors."—*Observer*.

"A clear and concise work, containing much in little."—*Herapath*.

"It is really a practical work for the speculator."—*Tablet*.

"Capitally suited to guide the speculator in mining investments will find no better or safer instructor than Mr. Pike."—*Civil Service Gazette*.

"Mr. Pike will be a safe and trustworthy guide, so far as British mines are concerned."—*Weekly Register*.

"Well worth, if being carefully read by all who take any interest whatever on the subject."—*Market Review*.

"This is really a valuable guide to investors."—*Nottinghamshire Guardian*.

"A very useful and unpretending little work, which cannot fail to be interesting to all connected with mining."—*Derby Reporter*.

Meetings of Public Companies.

THE GOVERNOR AND COMPANY OF COPPER MINERS IN ENGLAND.

The annual general meeting of shareholders was held at the Terminus Hotel, Cannon-street, on Tuesday,

Sir R. MACDONALD STEPHENSON (the Governor) in the chair.

Mr. C. FREWER (the secretary) read the notice convening the meeting.

The report of the Court of Assistants (an abstract of which appeared in last week's Journal) was taken as read.

The GOVERNOR said that 12,000/- loss upon the year's working certainly would appear to present an inauspicious augury for the future, but it was satisfactory to be able to state that his able and indefatigable colleagues, as well as their newly-appointed manager, Mr. Martin, whom he had the pleasure of introducing to the proprietors upon the present occasion, were not in any degree daunted or discouraged in view of the amount of arduous duties they had undertaken. They found a rational explanation for the loss, which in no way involved or implied its necessary recurrence—the increased cost of the coal, consequent upon a rise of wages in March, 1870, of 10 per cent., from which they were now feeling the effects; the new works for securing better and cheaper coal hereafter; the payment of salaries to the company's servants whose services had been dispensed with; the check to the improvement in the iron trade consequent upon the state of the Continent; and, most of all, the unequal conditions of their competition, amply sufficed to explain and account for a loss having been sustained during the past year's working. The measures adopted by the Court were clearly and concisely epitomised in the report, and the difficulties the Court had to encounter would be very readily understood and appreciated by reference to the parallel contained in the report between the course contemplated by the parties who were going to purchase the works and that pursued by the Court. The former involved an expenditure of over 100,000/., while the Court hoped to gradually effect the same object with a moderate expenditure, having no funds with which to accomplish it at once. The Court, if consulting their own inclinations, would lay before the proprietors the particulars already obtained since the Court undertook the duties imposed upon them by the resolution passed in August; but, under all circumstances, inasmuch as this information at the present state of the proceedings must of necessity be partial and imperfect, and subject to alteration and correction, and material modification by the investigations still in progress, it was deemed unadvisable to submit any such detailed statement as this course would involve. The Court prefer, as being more in accordance with the general interests, to advise the proprietors to accept the Court's assurance that at the present moment the discussion of these details would not only not promote the object they had in view, but would undoubtedly impede and hamper that freedom of action which was most essential, and more especially under existing circumstances. In effecting the fundamental changes and thorough re-organisation of every department of an undertaking of the vast dimensions and varied character of the Cwm Avon Works, the amount of time, labour, and attention which had to be bestowed upon the work in hand could scarcely be adequately estimated by any except those who had undertaken and been engaged on a similar service. The Court felt that they might, therefore, reasonably claim the indulgence of the proprietors, in the certainty of its being cheerfully accorded in support of the strenuous exertions the Court were making to restore prosperity to the company. With those few remarks he would move that the report and accounts be received and adopted.

Mr. JOHN HARMAN (deputy-governor) seconded the proposition.

Major STEWART said there was an understanding at the last meeting that the accounts should be given more fully to enable proprietors to form some idea as to the outgoings and incoming. As that had not been done, he should move an amendment that the report be not received, but be returned to the Court of Assistants that the accounts might be inserted in detail and forwarded to all shareholders on or before April 30. He had no doubt the accounts were perfectly correct, but he wanted to see something more than a piece of blank paper.

The Rev. C. STEWART seconded the amendment.

Mr. A. BEATTIE (one of the auditors) would be very glad if Major Stewart could suggest any abstract that would give more information to the proprietors than contained in the form now submitted; but, as he had again and again said, the detailed accounts at the offices of the company were open to the inspection of shareholders.

The GOVERNOR agreed with Major Stewart that the accounts were susceptible of very great improvement, and of material enlargement. The object of the Court was to make the accounts as clear as possible; but at present they were in a state of transition at the works, and the Court thought they would be only misleading proprietors by giving an account until the whole system had been re-organised. In future the accounts would be submitted in such a form that there would be no ground for complaint from any shareholder.

Mr. REED said the remarks of the Governor quite disarmed the object of the amendment; and he hoped they would have the benefit of the Chairman's promise at the next meeting.

Mr. BEATTIE never thought the accounts should be less full than in the form now submitted; but in a trading concern like theirs, where they had competition, became a question whether it was judicious to print the accounts fully, and send them forth into the world.

Major STEWART said, after the explanations from the Governor, he would withdraw his amendment.

Mr. WHATMAN asked when the proprietors might expect to receive these additional accounts?

The GOVERNOR said the company was at present in an inchoate state. The administration of its affairs was entrusted to a Court of Assistants, who, if they had not promised much, had laid down a course with the object of bringing prosperity to the company. He could not have conceived that it would have involved such an amount of labour; and taking all circumstances into consideration, he could not promise the amended accounts till next year.

Mr. BRAITHWAITE was disposed to place full confidence in the Governor and the Court of Assistants; but seeing that the iron trade had yielded a profit throughout the kingdom, and that the tin-plate trade had also yielded profits, he confessed his disappointment at the result of the year's operations, and had not been for the Governor's statement that the affairs were in a transition state he should have supported Major Stewart's amendment. Seeing that a new manager had been appointed, he thought it was but fair that the Court should have a full and fair trial before expressing an opinion either upon the report of accounts.

Mr. HOLDEN (who represented the estate of the late Mr. GILL) was particularly anxious to have information as to the improvement or otherwise of the company, and it would appear strange to him that a little more detail was not entered into the report, and he did not see why there should be any difficulty in getting some idea as to its prospects.

Mr. WHATMAN proposed that the meeting should be adjourned, because the proprietors could not obtain any assurance as to when they would be enlightened as to the condition of the company. Mr. CURLING seconded the proposition.

Mr. BEATTIE thought there was something to be considered in regard to the proposed outlay in connection with the new machinery. He would like the Court to be able to say in what way they proposed to carry out these alterations and improvements, seeing there was no available capital for the purpose. They had not a practical and able manager for the manufacture of iron, who would not soon be equally acquainted with the other departments; and what he (Mr. Beattie) wished to ask was whether the proposed alteration was positive necessary?

The GOVERNOR thought the point regarding the capital had been clearly enough explained. Certainly no further calls could be made; therefore, the financial means would, as stated in the report, be furnished part by the sale of such surplus stock as is not necessary for the company as manufacturers to keep in hand, and partly by contracting the operations of those departments which are least profitable. Those were matters the Court thought in which they must exercise discretion. The state of the machinery, engines, and the works generally were unequal to compete with the competition of modern works; and as they had no money to effect the necessary improvements, the Court had an impression that by a judicious application of a small amount of capital in the adaptation of the present machinery they might probably meet the competition against which they had to contend.

The amendment upon being put was lost, and the report and accounts were received and adopted.

Major STEWART proposed that in future, when the preference shares shall receive a dividend of less than 5 per cent., the remuneration to the Court of Assistants be reduced to 800/—. The Rev. Mr. STEWART seconded the proposal, which upon being put was lost.

Major STEWART then proposed that the secretary's salary be reduced from 200/- to 300/- per annum, which was seconded by the Rev. Mr. STEWART.

Mr. BRAITHWAITE appealed to the mover to withdraw this motion. His own feeling was that they should bestow full confidence in the Court of Assistants for at least another twelve months. Mr. HOLDEN did not think that, under all circumstances, 500/- a year was too much to pay their secretary. The resolution was lost.

The GOVERNOR proposed the re-election of Mr. Harman as Deputy-Governor, which was seconded by Mr. TURNBULL.

The Rev. Mr. STEWART proposed that Major Stewart be elected a member of the Court of Assistants, which was seconded by Mr. MILL.

Major Stewart's election was negatived. Mr. Harman was re-elected Deputy-Governor. Mr. Needham was re-elected a member of the Court of Assistants. The GOVERNOR said that in view of their commercial connections they had found a gentleman largely associated with the foreign markets, and thoroughly conversant with the metal trade. He, therefore, asked the meeting to elect Mr. John Brown a member of the Court of Assistants.

The proposition was put and carried.

Upon the proposition of Mr. BRAITHWAITE, seconded by Mr. ROBERTSON, the auditors were re-elected.

Mr. GILBERTSON said he did not believe the Court could have made a better selection than Mr. Martin as their manager, having been a pupil of Mr. Menehau, one of the first ironmakers in Great Britain; but if he was interfered with

by gentlemen who only visited the works occasionally he would become what he is not now—a useless man.

A vote of thanks to the Governor and Court of Assistants concluded the proceedings.

THE GOLD MINING COMPANY OF YUBA.

An extraordinary general meeting of shareholders was held at the offices, Finch-lane, on March 31,

Mr. H. E. ORMEROD in the chair.

Mr. STEVENS (secretary) read the notice convening the meeting.

The CHAIRMAN explained that the present meeting had been convened for the purpose of taking into consideration the position and prospects of the company. It would be remembered that a special meeting was held some time since for the purpose of obtaining the assistance of shareholders in the shape of further capital, some further points having strengthened the belief that the enterprise would be an almost unexampled success. The directors, like the shareholders, were dependent for their information upon statements made by those who had visited the mine; the shareholders were already fully aware of the circumstances under which they became possessed of this particular property, known as the Stanley Mine, after it had been subjected to a most careful and thorough examination, and tested in every possible way. The present position, however, was this—that unless shareholders came forward as a body and assisted the directors, it would be impossible to reap the full advantages of the purchase they had made. The object of the directors had been to ascertain for how small a sum the property could be utilised, and they now came forward and asked the shareholders whether they would furnish it; the directors and their friends had already very largely invested their own capital, and (as had been stated in the circular) were prepared to subscribe amongst themselves one-third of the further capital required. The total amount of capital asked for at once was 500,000/., although the directors thought it judicious to obtain power to raise 1,000,000/.. The directors had done everything they could from the first to promote the success of the mine, thoroughly believing it to be a *bona fide* enterprise. They had never adopted any means to make the company a public one, believing that amongst themselves and their friends the whole of the capital would be subscribed. Rather more than 700,000/., had been provided, and it was proposed that the additional capital now to be raised should be in the shape of preference shares, the only question being what privileges should attach to such shares. Mr. Mattingley had drawn up a statement to show what capital would actually be required, which was as follows:—

"In connection with the present mill, to make the same available for all uses, and to work the ores of the Stanley Mine to the best advantage and with greatest profit, the following additional works would be required, and may be erected at about the cost here estimated:—

Six pans (in plant), \$5,400; three settlers, \$1,500; concentrator, \$400.... \$7,300

Shafting, belting, pipes and taps for water, tools, iron, steel, &c. 1,100

Quicksilver, chemicals, oil, candles, powder, and fuse 1,000

Incidental expenses, labour, &c. (say, 20 per cent.) 1,880

For Stetefeldt furnace 2,256 or \$11,280

1500 or 7,800

\$3,756 or \$18,780

The above for working 10 tons ore per day, but furnace capacity for more than double that quantity, from which a profit of certainly not less than 15,000/- per annum will be realised. The above works can be got into operation all complete by Sept. 1, excepting the furnace, which may take a month longer to complete, &c. Should it be determined not to erect furnace at present, then to place four pans and other required works in operation, \$7,600, or 1550/-, may be sufficient capital for the purpose, and would work from 7 to 9 tons per day of gold ore or of silver ore, of a character suitable for such treatment. From \$3,000 to \$5,000, if no more can be raised, would start the mill on Leonora rock without pans, and work 8 to 10 tons per day, which would give a net profit of certainly not less than \$100 per day, and it might go as high as \$500 per day from that mine, or \$30,000 per annum. The company may have all the rock the mill can work from this mine for 12 months, or until the works are in condition for working the Stanley ore, at no cost for the ore to the company, excepting the mining, and keeping the mine in safe and proper condition, provided that the earnings of the mill from this mine shall be applied to the development of the Stanley Mine, and completion and erection of the necessary works of the Yuba Company.—S. MATTINGLEY."

The CHAIRMAN said the directors considered it of the greatest importance that a Stetefeldt furnace should be erected, as without it the full advantage of the mine would not be gained. Dr. Bishop, Mr. Mattingley, and Mr. Webb had most carefully considered the question, and unanimously recommended that 500,000/., should be subscribed.

Mr. MATTINGLEY stated, in reply to a question from a shareholder, that he had such confidence in the result of working the Stanley Mine that he was quite willing to devote his time and services to superintend the operations in Idaho, and except mere personal expenses, not to ask for remuneration until the mine is in a paying condition, and then to leave it with the shareholders to say what it should be. As to the mill and machinery, he knew the company had got it very cheap, that all the offices were well and substantially built, and the mill-house itself was a good, firm building. What they wanted was amalgamating pan and settlers to make it suitable for working silverore. If the capital asked for be raised without delay, he would send over dividends before the expiration of this year.

Dr. Bishop said he had the greatest confidence in the successful working of the mine if the necessary capital is forthcoming. With a working capital, however good the mine may be, it becomes practically valueless. He had himself so much at stake in the company that he had decided to offer his services to go out again to see the works fairly in operation, and otherwise attend to the company's interests. If the directors thought it advisable; and, like Mr. Mattingley, he would not ask for remuneration until the mine could pay dividends to the shareholders. He knew that the greatest care had been taken by Capt. Nancarrow and Mr. J. H. Slater, the professional men employed to examine this property, and being on the spot at the time the examinations were made, he had the most unlimited confidence in their reports.

A long discussion ensued, which resulted in the passing of the resolution authorising the directors to increase the nominal capital of the company by the creation and issue of 2000 preference shares of 5/- each, entitled to the following special privileges:—The divisible net profits realised by the company in each year for a period of five years from April 1, 1871, shall be apportioned in the first instance to the payment of a dividend not exceeding 10 per cent. per annum on such preference shares for the time being, and any surplus of divisible profits remaining after payment of such preferential dividend shall be appropriated to the payment of a further dividend rateably on all the shares alike, provided always that at the end of the said period of five years from April 1, 1871, all the special privileges hereby attached to such preference shares shall absolutely cease and determine, but every holder at that date of preference shares shall be entitled to receive in exchange for every such share five ordinary shares of the company, together with a bonus of 20 per cent. on the nominal value of every such preference share, which bonus shall be in the form of one additional ordinary share, or of 1/- sterling in cash, at the option of the directors of the company for the time being, and that not more than 1000/- of the preference shares now authorised shall be allotted without the sanction of a general meeting of the company. —Mr. Charles Fowler was elected a director.

A vote of thanks to the Chairman and directors concluded the proceedings.

JAVALL COMPANY.

A general meeting of the shareholders was held at Westminster-chambers, Victoria-street, on March 31, for the purpose of receiving the report of the directors and the balance-sheet to Dec. 31.

Mr. JOHN ROBERT HALL in the chair.

The report stated that the directors in May last called an extraordinary general meeting, at which the names of several shareholders were added to the direction, and the board was authorised to issue 2500 Preference Shares. At that time it was considered that if these were all taken up the sum to be produced would be sufficient to put the company in a position to work at a profit. However, only 1452 out of the 2500 shares were applied for, and even those have not all been paid up. Dr. Seemann and Capt. Sohns have, notwithstanding, been able to send remittances, which have left sufficient profit to work the mine up to the present time; and at an extraordinary general meeting, held on Feb. 14, the shareholders expressed their approval of their management, and passed a resolution declaring it to be most desirable that a sum of 500/- should be at once raised, it appearing that this sum would be amply sufficient to carry the company through the dry season, and to put up additional stamps on the property. The directors regret to observe, however, that the invitation to subscribe has as yet been responded to by a few shareholders only, who have expressed their willingness to take up about 700/-. In all, the directors trust that after the shareholders have carefully read the general report of Dr. Seemann and Capt. Sohns, issued to them, they will at once subscribe the remaining sum wanted, now that the valuable property of the company offers a sound prospect of success.

The CHAIRMAN, in moving the adoption of the directors' report and balance-sheet, said that since their last meeting their financial position had improved by two more remittances than had been anticipated during this grinding season coming to hand, and by their mine having worked at a profit during the last few months. Nevertheless, it was absolutely necessary that every shareholder should come forward without delay to subscribe a quota towards the 500/- required to put the company straight. He himself, and his wife add, all his colleagues of the board, had an unshaken belief in the goodness of the mine, and though mistakes had, no doubt, been made in the appointment of incompetent persons, and though these mistakes had seriously affected the prosperity of the undertaking, yet they had now the satisfaction of knowing that they were working at a profit. Instead of, as hitherto, at a loss, and that their present position was, perhaps, as comfortable a one as could be expected from all that had happened. No doubt a large price had been paid for their property, but he ventured to say a most reasonable one, when it was borne in mind that they got 1,750,000 tons of ore for their money, every ton of which had on an average been proved to contain, not by mere assay, but by actual working, $\frac{1}{2}$ oz. of gold and some silver. It was true the sum of 27,886/- had been spent on opening up the mine, in erecting machinery, and in working expenses, but the produce of the mine at this moment in the company's possession amounted to very nearly one-half that sum. How many mines were there which could show, as the Javall did, a steady return of 100 per cent. on every ton of ore which passed through their mills?

However, he knew that the shareholders present were anxious to hear the statements of their managing director, Dr. Seemann, who had just returned from Nicaragua. Dr. Seemann said that when he had the honour of addressing the shareholders the last time he could only bid them to believe in the mine. He was now in a stronger position. The mine had been proved by actual working to be what he always had maintained it was—a good one, and belief might now fairly be regarded for actual knowledge. When, in July last, he undertook the work of

organising the mine, he was ably seconded by Capt. Sohns, he was ignorant of the magnitude of the mischief done, or else he might have shrunk from so heavy a responsibility. The dilemma in which he found himself in Nicaragua was that the mill was so much injured that after his return nearly a whole month was taken up to put it to rights, and then only 10 stamps could be set in motion; the remainder did not start until Nov. 25 last. Then, the ore had been accumulated during the last dry season, and the chief channels of supply had fallen in. The mill could, therefore, be fed only with such ore as could be obtained readily, and he and Capt. Sohns seriously considered whether, under these circumstances, they should allow the mill to remain idle until they should be in a position to feed it with the best ore of the mine, and thus prove unmistakeably the goodness of the property to the most prejudiced, or whether they should feel the mill with whatever ore, atle, or tailings they could lay hold of. Though the latter course might furnish arguments to those who were inclined to undervalue the property, by enabling them to point out the low yield, they nevertheless adopted it, and the very first month they crushed they paid not only all working expenses, and some debts, but made (with only ten stamps) 90/- profit. In December they fed the mill almost entirely with ore formerly rejected as too poor—ore naturally much mixed with earth (of which there are many thousands tons on the surface of the mine), but a great part of which they were able to carry to the stamps for 2½d. a ton; yet even this makeshift yielded a profit of 32/- during the month. Since then they had managed to re-open a cross-cut into the upper portion of the mine, and had now begun to quarry away the very top of the mine (500 ft. above the river bed, the eastern boundary of the property), where the lode was from 15 feet to 20 feet wide, and allowing them to obtain a ton of good ore at the low rate of 1s. Being anxious to return to Javall at the beginning of the wet season, he (Dr. Seemann) should like to see all financial matters in London put straight before his departure. Their position was this:—In Nicaragua they did not for the present require any more money—that was to say, the sale of gold would not only cover expenditure, but leave a profit. But he wanted to order for the mine a few stores, tools, and machinery, to the amount of 500/-, take out at least 1500/- to be provided with cash during the wet season, pay off debenture interest, which amounted now to 84/- 10s., and discharge maturing bills and other liabilities in London, amounting to 2481/- 6s.; altogether, \$5345. 16s. To meet this they had cash in hand, 969/- 10s.; gold expected from Javall in April, \$686. 10s.; and calls on shares in arrear, 376/-; altogether, 2032/-, so that all wanted to put the company straight would be a small sum of 333/- 16s., only part of which had as yet been subscribed. If shareholders at once came forward he hoped to be able by the end of the present year to pay off the debenture debt, and the company would then be in a fair way towards a dividend. But there must not be any hesitation, no loss of time, if the next wet season was not to be vitiated; and he must not be held to his promise unless the shareholders performed their duty. (Hear, hear.) If they gave him the means he would show them that all he had ever said or written about the Javall was substantially correct, and he now began to furnish the proofs of it. (Applause.)

Mr. T. BAXTER said that nobody could have read Dr. Seemann and Captain Sohns' general report without feeling that the company had passed safely through a great crisis, and was now in a fair way to prosperity. There were no wild speculations in the report, but the statements were all based on facts, and carried conviction to every shareholder's mind. (Hear, hear.)

Mr. C. DINGWALL said that shareholders, after hearing Dr. Seemann's explanations, must be blind to their own interests if they did not come forward to help at a time when their help would be so beneficial. He had already taken up more than his proportion of preference capital, and he was ready to take more; but it should not be left to a few shareholders to find all the money for the rest. Mr. A. A. POLLOCK and others had offered to present a certain number of ordinary shares to all those who subscribed towards the 5000/-, now required; he himself should feel ashamed to accept this generous offer, and he trusted a similar feeling would animate every other shareholder. Mr. A. A. Pollock had done so much for the company, and it was with regret that he observed his absence. Mr. Pollock was an honest, upright man, who thoroughly believed all he said or wrote, and that the time seemed now to be approaching when the prospects he spoke of were about to be realised. (Cheers.)

Mr. G. H. WALKER said that the subscription of each shareholder would amount to about 5/- per share, and he was quite ready to subscribe his part. Mr. HENRY SEWELL said that a profit of 150/- per month (more than which had now been made) would be sufficient to pay the interest on all the preference shares and debent

and the ores taken at a valuation to include in the accounts had since been sold, and realised nearly 2000^l in excess of the estimate. From Palhal the returns had fallen off, but during the whole of the period included in the accounts they had been favourable, and they might look forward next year to a better profit from Palhal. Carvalhal was also looking better, and the returns had been decidedly better, and they anticipated that in the current year they would have no longer to write a loss. There were five lodes at Carvalhal, which it was intended to cross-cut, but this could only be slowly proceeded with, as there had not a large amount of capital at disposal. As to the small operations at Villa Meao Mine, it was not really carried on with the company's money. Mr. Pinto Basto had a claim upon the company, which they agreed to compromise for 500^l, and Mr. Pinto Basto elected to have the 500^l expended on the Villa Meao Mine instead of receiving it in cash. They had never had extraction from the mine, as it was badly situated, and removed from roads, yet if it had turned out valuable the company would have derived an 8% profit. They had now spent about half of the 500^l in exploring works, and a flood had destroyed the workings, so that probably Mr. Pinto Basto would now consider it had been sufficiently tested. Since the opening of the rail-way to Oporto they had been able to remove their warehouse from Salres to Oporto; they thus obtained the advantage of a larger number of ships, and so reduced their freight to 12s. per ton. With better prices copper the company would assume a profitable position.

Major LYON could not share in the sanguine expectations of the Chairman. He suggested four years ago that the stopes should be worked out and the company wound-up. He thought that should be done now. He considered the statement of account was false, because it did not include the difference between the amount expended at Villa Meao and the 500^l, due to Mr. Pinto Basto as a liability.

Dr. FRANCIS had been disappointed in previous years, but certainly not during the past year. Indeed, during the year their prospects had so changed that he had great confidence. Their lead had already given them some profit, and that seemed likely to increase. Palhal had always paid its way, and they had now two mines, both paying, yet it was proposed to wind-up. He did not agree with that proposal. He had seen the Burleigh rock-drill at work at Deptford, and it seemed to work admirably; if they could use that in making their cross-cuts he thought it might be an advantage.

Mr. RICHARD TAYLOR said the drill was no doubt excellent for hard ground, but theirs was soft, and the difficulty was not in breaking it down fast enough, but in removing it when broken.

Mr. TAYLOR would be quite willing to wind-up under different circumstances, but he felt that they would get nothing if they wound-up, and that they had a very good prospect if they went on. They had the finest water-power to be found anywhere, and in Carvalhal they had a mine which produced a good lead and a blonde, rich in silver, which sold at 6d. They had recently also found nickel, which they had sold at a good price. He need hardly tell them that if they found a good bunch of nickel it would pay them better than half-a-dozen copper mines.

After some further conversation, Messrs. Henry Reeve and J. H. Schmidt were re-elected directors, and Mr. Fawcett was re-elected auditor, the proceedings terminating in the usual manner.

FORTUNA COMPANY.

The half-yearly general meeting of shareholders was held at the company's offices, Queen-street-place, on Thursday,

Mr. J. R. PEILL in the chair.

Mr. SWAFFIELD read the notice convening the meeting, and the CHAIRMAN having declared the meeting duly constituted, the report of the directors was submitted:

The mining operations have yielded a very satisfactory amount of profit during the past half-year, and comparing the result with the six months to June 30 last, the increase in the profit now shown amounts to 1122^l, 2s. This result has been obtained without putting any undue strain on the resources of the mines, as, although the extraction of ore has averaged as much as 411 tons per month, the reserves of ore have not diminished; indeed, there is a small increase of 75 tons. The mines themselves still present many encouraging features, and are in excellent working order in regard to machinery and all mechanical appliances. Canada Incoosa is the least productive of the company's mines, but even at that mine the ore is raised at a profit, and there is the prospect of making good discoveries during the present half-year. The Salidos Mine has continued very productive, and the prospects for the future are highly encouraging. A valuable adjunct to this mine is the Graciosa pertinencia, upon which operations have for some time been carried on. At the 25 fathom level, which is the deepest point yet reached, the lode is very productive; and in the level going towards the Quinientos Mine, the lode of late yielded 3 tons of lead ore per fathom. Mr. Tonkin has succeeded in obtaining improved results from the smelting operations, and he hopes still further to increase the produce from the ore, and at the same time to lessen the cost of smelting. In the transport department nothing has arisen calling for special comment; the lead has been conveyed to the ports with regularity, and at former rates of carriage. From the ports of Seville and Cadiz good shipments of lead have been made, but it has been very difficult to get lead from Malaga, the trade at that port having been greatly affected by the late war. Now that peace has been restored, this difficulty may be expected to cease. Pig-lead has commanded a ready sale during the past half-year, but the price has been almost stationary, at 17s. 10d. per ton. During the past week, however, a brisk demand has sprung up for Spanish lead, and the directors have been enabled to effect sales at 18s. per ton. On March 19 the directors paid off the last instalment of the debentures, amounting to 3750^l, and having been able to put aside a sum of 1500^l out of the profit of the December half-year for the redemption of these bonds, there will only remain the sum of 617^l, 5s. 8d. to be charged against the profit and loss for the new half-year, in order to complete the redemption (out of profits) of the entire sum of 15,000^l, originally borrowed. The balance now standing to the credit of the profit and loss account amounts to 3322^l, 0s. 6d. Out of this sum the directors have declared a dividend of 2s. 6d. per share, which will absorb 3125^l, leaving to be carried forward 197^l, 0s. 6d. This dividend is 6d. per share more than the dividend for the previous half-year, and should lead continue at its present price there is reason to hope that the next half-yearly dividend will be still larger.

The CHAIRMAN had but little to add to what was stated in the report. The affair was in quite a satisfactory position as it had hitherto been; in fact, more so, as the price of lead was higher, and he had to congratulate them on their having paid off their debentures. There was a small amount due to their profit and loss account, so that the item would appear once more, but that was merely a matter of account. They owed the public nothing.

Mr. TAYLOR suggested that the 15,000^l, which they had paid off out of revenue should be deducted from their plant account, so that it need no longer appear in the accounts. As to the mine itself, it was very satisfactory. Canada Incoosa was not so good as it had been, but there was still much in it. Salidos was excellent, and the new little mine of Graciosa pronounced to be very good. They had laid out much for machinery, and would have no great outlay to make for a considerable time to come.

Messrs. C. Morris, J. P. Judd, and J. Taylor were re-elected directors. The election of Mr. H. D. Abercrombie was confirmed, and Messrs. Dorrington and Roberts were appointed auditors.

The usual complimentary votes terminated the proceedings.

LINARES LEAD MINING COMPANY.

The half-yearly general meeting of shareholders was held at the company's offices, Queen-street-place, on Thursday,

Mr. R. HENTY in the chair.

Mr. SWAFFIELD read the notice convening the meeting.

The accounts to Dec. 31 show that the total expenditure during the half-year has amounted to 19,955^l, 4s. 2d., being a diminution of 215^l, 5s. 7d., as compared with the six months to June 30. The sales of lead were scarcely so large as during the half-year just referred to; the difference, however, is more than represented by the increased stock of lead and ore at the end of the financial year, the value of such stock being 25,093^l, 14s. 5d., as against 18,667^l, 6s. 6d. at the end of June last. The profit on the half-year has amounted to 4899^l, 18s. 3d., being 916^l, 11s. in excess of the previous six months. This profit is at the rate of upwards of 21 per cent. per annum on the company's paid up capital of 45,000^l. To the credit of the profit and loss account there stands a balance of 815^l, 17s. 9d. Out of this sum the directors have declared the usual dividend of 5s. per share, which will absorb 3749^l, 10s., and they have set aside towards defraying the cost of a new engine now being constructed for the Quinientos Mine the sum of 750^l—4499^l, 10s., which will then remain as profit in hand during the half-year, the extraction having been at the rate of 293 tons per month; and it is satisfactory to find that this return has been kept up without trenching on the reserves of ore. It will not be possible, however, to maintain such a rate of extraction, and consequently the returns for the present year are being limited to 200 tons per month. At this rate, however, the directors expect that good profits will continue to be made. At the Quinientos Mine the extraction of ore has been at the rate of 30 tons per month; at this mine, however, the reserves of ore have increased by 200 tons—from 1000 to 1200 tons—and there is every probability that there will be a further increase during the present half-year. The directors have thought it desirable to urge an increased extraction of ore from this mine, whilst a sufficient produce has been obtainable from the other mines to leave a satisfactory profit. A considerable amount of work has been done at the Quinientos Mine during the past half-year, the whole of which has been charged to the revenue account. To defray the cost of the new engine required for this mine a special fund is being created, and, as already stated, the sum of 750^l has been put aside towards defraying the cost of such engine. The smelting of the ore continued to be carried on at the company's works at Cordoba with good results as to cost and produce. There is an increase of 1s. 2d. per ton in the cost of smelting as compared with the previous six months, but this arises from the necessity of having recourse to English coal during a large portion of the half-year. There is every prospect of the company's receiving an adequate supply of Spanish coal during the present half-year. No reduction in the rate of transport has been effected since the last general meeting. The produce has, however, been conveyed from the mines to the ports with great regularity. The bulk of the company's lead has been shipped to London, where it has always found a ready market. Since September last the price of lead has continued at 17s. 10d. per ton, with scarcely any fluctuation. During the past few days, however, the directors have effected a sale at the advanced price of 18s. per ton, and the market wears a healthy appearance at the present moment.

The CHAIRMAN claimed indulgence if he was unable to give as much information as Mr. Cox would have given them, but he was only called to take the chair upon their learning by telegraph that both Mr. Cox and Mr. Judd were detained on the railway by an accident. The old mine continued to yield well, but it was gradually giving less and less, though by no means exhausted, but he thought they must look in the future more to Quinientos, which had been paid for out of profit. An engine was also required, and a large proportion of the money had been set apart for it. The smelting works had progressed satisfactorily, the cost has been rather higher, but this was in consequence of their inability to obtain native coal. They had had better quality from England, it was true, but the difference of price was more than equal to the higher quality. He might also congratulate them upon the price of lead having improved, so that instead of getting 17s. and a few shillings, as they were at the date of the

last meeting, their last sale was made at 18s., and there was a very good demand. There was every prospect that the price would continue as at present, if it did not increase. He concluded by moving the reception and adoption of the report.—Mr. HENDERSON seconded the resolution, which was put to the meeting, and carried unanimously.

Mr. PEARSON enquired whether it would not be desirable and more economic to work out the old mines at once, and abandon the mine?

Mr. TAYLOR said it would be if the ore were above the water; but while, as at present, they were compelled to keep certain works going, it was as well to take out what ore they could. The Quinientos Mine was of some value, and they hoped it would make a good mine before the old mine was exhausted. In the current half-year he thought the yield would not be quite so large, but there would be no serious falling off.

Mr. RICHARD TAYLOR explained that it was not only for taking away the ore that they continued the old mine. They had certain works which were open good ground occasionally, and this helped to keep up the returns.

Messrs. W. Henderson and C. Morris were re-elected directors, and Mr. J. R. PEILL was elected a director in place of Mr. Addis, retired. Messrs. Abercrombie and Bligge were appointed auditors for the ensuing year.

The proceedings terminated with the usual complimentary vote.

ALAMILLOS COMPANY.

The half-yearly general meeting of shareholders was held at the company's offices, Queen-street-place, on Thursday,

Mr. R. HENTY in the chair.

Mr. H. SWAFFIELD (the secretary) read the notice convening the meeting, and the Chairman having declared the meeting duly constituted, the report of the directors was taken as read.

The accounts for the half-year ending Dec. 31 last show a profit of 4524^l, 4s. 1d.; this exceeds by a few pounds the profit made during the six months to June 30 last, the profit for that period having been 4518^l, 3s. 3d. These figures show great evenness in working, and this is further demonstrated by a comparison of the quantity of ore raised during the two periods—for the six months to June 30, 1870, 1590 tons; and for the six months to Dec. 31, 1870, 1586 tons. In England the price of lead has continued very low since September last, 17s. 10s. per ton having been the average price for that period. The directors have just concluded a sale at an important advance—18s. per ton, and, judging from the diminished exports of lead from Spain, the price will probably go still higher. The mines continue to yield a steady and satisfactory return of ore, and promise well for the future. The reserves of ore are again estimated by the superintendent and mining agents at 2500 tons, and they have some hope of increasing this quantity during the present half-year. A large amount of exploratory work continues to be carried on, and some considerable expenditure has been incurred in cross-cutting to intersect parallel lodes known to exist in the sets. Great benefit may result from these explorations hereafter. The smelting of the ore has been conducted at the works of the Linares Lead Mining Company, at Cordoba; the result to this company has been highly satisfactory, the produce from the furnaces having been good, and the cost of working low. One of the advantages of these works is that the desilvered lead made is exported from Spain free of duty, and an important saving is thus effected, apart from the profit of desilvering. The profit standing to the credit of the profit and loss account, as shown by the audited accounts, is 5247^l, 5s. 5d.; out of this sum the directors have declared a dividend of 2s. 6d. per share, amounting to 4375^l; and they have written off from the account "outlay on mine works," 500^l—4875^l; leaving a balance to be carried on at 372^l, 5s. 5d.

The CHAIRMAN said that the profit had been about the same, and he thought that they had for the future more hopeful times to look forward to, because the price of lead is higher, and likely to continue so. Mr. TAYLOR considered the position of the mine very satisfactory. The mine was very economically managed, though they did not claim any particular credit for this, for it arose from the fact that they were fortunate enough to have the shaft and machinery placed in a good position. Their future would depend much on the side veins, of which they had three. From the main centre the mine was gradually opening out, and he thought the chances were fair that they would continue to have a large mine for many years to come. The ore contained a better percentage of silver than that from the other mines, and as they sent it down to Cordoba, and it was desilvered in the smelting works, they got the full advantage. If they could get up to 300 tons per month they would have a really valuable property. There was a good demand for America, India, and the East, and he believed that the next time they sold lead they would get a better price than they did for the last.

Messrs. Cox and Abercrombie were elected directors, and the election of Mr. J. R. PEILL was confirmed. The auditors for the ensuing year were also appointed. A vote of thanks to the Chairman terminated the proceedings.

EBERHARDT AND AURORA MINING COMPANY.

An extraordinary general meeting of shareholders was held at the Cannon-street Terminus, on Thursday, to confirm and sanction the issue of 3500 shares of 10*l*. each in the capital of the company, for the following purposes:—1000 shares already issued by the directors for the purpose of purchasing the Ward Beecher Mine, and 2500 shares for the general purposes of the company, on the terms of such last-mentioned 2500 shares being offered as nearly as may be reasonably to the persons whose names were on the register of members of the company as shareholders on the evening of March 25, at the price of 5*l*. premium per share, and that any shares so offered and not taken up by the shareholders to whom the same shall be offered may be disposed of as the directors may think fit for the benefit of the company.

Mr. E. L. J. RIDSDALE, F.G.S., Assayer of H.M.'s Mint, in the chair.

Mr. ALFRED CRITCHETT (the secretary) read the notice convening the meeting.

The CHAIRMAN said that the present meeting had been called for the purpose of obtaining the sanction of the shareholders for the issue of a series of shares—that is, 1000 to the vendors of the Ward Beecher Mine, which was purchased in December last, and 2500 for the general purposes of the company. The rules of the Stock Exchange required that such issues should receive the sanction of the shareholders. He thought the better way would be for him to propose this resolution, and after it had been passed to submit such information to the shareholders as the board possessed in regard to the position and prospects of the company. He then moved the resolution in accordance with the terms embodied in the notice convening the meeting.—Mr. HAGGARD seconded the proposition, which was put, and carried unanimously.

The CHAIRMAN said it would be recollected that when the Board came before the shareholders last year they did not ask for any working capital to be subscribed, because a contract had been made to build the International mill, which was to crush 80 tons of ore per day. It was expected that this mill would have been ready by December, and it was calculated that out of the profits they would be able to provide working capital, and to divide the surplus among the shareholders. Difficulties, however, prevented the contract being carried out in time, and the universal severity of the winter had caused the wire-way to be unavoidably delayed; but he was glad to be able to state that a telegram had been received announcing the gratifying fact that both the International mill and the wire-way would be running on the 10th—that is, next Monday. In December last, after having the Ward Beecher Mine thoroughly surveyed by competent authorities, the board took upon itself the responsibility of effecting the purchase of that property for 10,000*l*. the vendors having such confidence in its value, agreeing to take the payment in the company's paid-up shares. That mine had turned out something really wonderful—a small 10-stamp mill in three months having yielded a profit of nearly 14,000*l*. So that in three months they had actually paid for the Ward Beecher Mine, and had nearly 5000*l*. to the good. (Hear, hear.) In a letter just received from Mr. George Attwood they were informed that hitherto the works at the Ward Beecher had been confined to the bottom of the mine; that the average of the ore had been \$138 of silver per ton; that the gross bullion produced had been \$35,000, and that the crushed ore was now coming out at the rate of \$110 per ton. It was quite as likely to be \$140 or \$150 dollars per ton next month, as the percentage in a great measure depended upon the way in which the ore was selected. Although magnificent profits would be realised by employing the 60-stamp mill upon \$40 ore, it was intended to keep the 10-stamp mill running upon Ward Beecher ore, that mill, known as the "Oasis," paying at the present time 30 per cent. upon the entire capital, which, with the new shares, now amounted to 230,000*l*. (Hear, hear.) The Board had been just informed that this Oasis mill had run steadily for 26*l* days during the month, and produced 22 bars of silver, assay value \$35,139, having worked 295 tons of ore of the average assay value of \$137 per ton. Notwithstanding there had been very many serious drawbacks, in the way of severe snowstorms, the accounts still show the very handsome profit of \$22,579. According to telegram received there seemed to be an inexhaustible supply of this ore in the Ward Beecher Mine; and they had been further informed by telegram that bullion was now being remitted to this country, seven bars of silver having been shipped, *via* New York, and that they would now go on remitting bar-silver as rapidly as possible. It was calculated that the wire-way would convey 300 tons of ore per day, but the board would be very glad if only one-half that quantity was sent down the wire-way, which, he might mention, had been erected in a most substantial way, so as to overcome the natural disadvantages in the configuration of the country; its expense had thus been greater than originally contemplated, but they were credibly

advised that it would rapidly pay for itself, inasmuch as the cost of hauling had been \$4 per ton in the winter; while by means of the wire-way the amount would be so materially reduced that it would pay a very good interest as an investment. (Hear, hear.) He stated last year that the fact that these were chloride ores was the only reason which induced him to have anything to do with the company; and he then pointed out the great difference between chloride ores and what was known as base metal, the expense of extracting the silver from the latter being very great, whereas the chloride ores were easily and most inexpensively treated. The amount of silver got out, as he had already stated, depended upon the judgment exercised in the selection of the ore. They got out 86 per cent. assay value, leaving about \$10 per ton in the "tailings." He mentioned last year that he thought the silver could be economically extracted from these "tailings," and he had since found by a series of experiments that \$6 out of the \$10 could be recovered at a very small expense—that, however, was one of the points for their future consideration, the first thing they had to do being to pay the best dividends they could from the International and Oasis mills. (Hear, hear.) When they were paying good dividends they could very easily turn their attention to the "tailings," from which he hoped and believed they would be able to pay good dividends too. (Hear, hear.) Mr. Attwood expressed his fullest confidence in the permanent character of the mines, the district throughout being so enormously rich for silver and silver ore. It might, and no doubt would, vary in richness, but there could be no doubt of their profits, when sufficient could be realised from such a mine as Ward Beecher to pay for its purchase in two months. (Hear, hear.) With the command of capital which this company possessed, he hoped there might be a good many Ward Beecher's in the district. (Hear, hear.)

A SHAREHOLDER asked where they obtained their quicksilver?

The CHAIRMAN said that it was obtained from mines in California. Mr. HAGGARD reminded the shareholders that the company was constituted and its present capital subscribed for the sole purpose of crushing at least 80 tons a day, calculating upon ore averaging \$10 a ton, subject to \$20 for expenses. Any statistics made out from the working of the company's small 10-stamp mill would be of no service as a guide to their profits. For example, the salaries of the general manager, the mill manager, and the mine manager, debited against the quantity of ore the 10-stamp mill could crush would count for \$6 1/2*c.* to the ton crushed, whereas if you transfer those charges to the large mill, crushing 100 tons a day for 28 days in the month, they will only count for 63*c.*, or not more than half a dollar to the ton, the difference being more than 25 per cent. of the \$20 a ton computed profit. Mr. Ridsdale has informed you that our calculations were based upon \$10 ore. The returns made to the assessor of the White Pine district, in the State of Nevada, for the quarter ending June 30 last gave \$11*c.* as the average. The South Aurora and Hidden Treasure showed, however, an average of \$17 and \$18 respectively; and I may remind you that the extra \$7 would be extra profit, if our mines should average the same. Through the kindness of Mr. Ridsdale, I and my partners were shown the process that gentleman proposes to recommend to our notice for dealing with the tailings. He has told you he can get \$6 out of the tailings, and I find on making a calculation of this basis, and allowing \$1 a ton for expenses, that there would be a profit of \$6,000 a year. When you contemplate the fact that every ton of tailings is fine pulp, and has had expended upon it, under the process of mining and milling, and hauling, from \$13 to \$15 per ton, and that then you add the value in the tailings, say \$9 per ton, we, perhaps, shall be able to consider it as good as gold originally containing \$22 to \$24 per ton. Before I sit down I would wish to call attention to the services rendered by Mr. Phillips, and I hope that we shall at once appreciate having good cause to convey to him our hearty thanks for his devotion to our interests. He has been very ill, and has had mountain fever, and I have no doubt his illness has been much aggravated by the mental anxieties and bodily exertions he has undergone on our behalf. It is bitterly cold at Treasure Hill, and the temperature is now down to the level of the sea. Should we be able to reach next July the dividends we hope to earn in the next three months, I shall propose that at the same time we thank him we shall send him a substantial proof of our desire to remunerate him for the time he has, in the first instance, so ably devoted to the interests of this company up to the time of his return to England last year. Our thanks are also due to Mr. G. Attwood, the company's mill manager, who has been indefatigable during Mr. Phillips' absence. In conclusion, I would bid you wait patiently for the result of the three

perly opened up, monthly returns can be made, and leave the shareholders a good profit. It is very desirable to erect patent jiggers at once, for dispatch of the dressing and the saving of the ore.—E. J. BURN.

In answer to an enquiry from Mr. Meggern, Capt. BURN stated that it was quite evident from the various levels which had already been driven in the mountain that as depth was acquired the quantity of lead would be much increased, and the quality improved.

Mr. TAYLOR, the managing director, explained that it was contemplated to drive a still deeper adit than the one at present driven, in order to effectively drain the mine to a still lower level, and as it was intended to drive upon the lode, it would all be remunerative work.

He further stated that he had returned from the mine only the previous day, and was pleased to say that the appearance of it was much improved during the last fortnight, and that he had himself seen in the level a solid rib of lead from 10 to 12 in. wide, and in the cross-cut the lode was sprangled through with lead, and a branch was coming in there from 3 to 4 in. wide.

The CHAIRMAN thought that inasmuch as all the indications of the mine tended to satisfy the shareholders that good and satisfactory results would be obtained, it would be their best policy to open it out with patience, and with a view to future permanent return.

He also thought that it was not unlikely that additional capital would be required.

Mr. TAYLOR was of opinion that not more than 2s. or 3s. per share would be required by way of call, and that chiefly for the purchase of additional crushing and dressing machinery.

Capt. BURN stated that he should have about 40 tons of ore ready for sampling by the end of next week, or early in the week following.

There being no further business before the meeting, Mr. TAYLOR proposed that a vote of thanks should be given to the Chairman, which was seconded by Major BRICKDEN, and the proceedings terminated.

WHEAL UNY MINING COMPANY.

A general meeting of shareholders was held at the offices of the company, Austinsfriars, on Monday.—Mr. EDWARD KING in the chair.

The SECRETARY read the financial statement, showing the returns for the quarter to be 76 tons 9 cwt. 3 qrs. 4 lbs. of tin, giving a profit of 1379. 3s. 6d.

Capt. W. Rich, M. Rogers, S. Coade, jun., in reporting on the mine, say:—“As intimated at the last general meeting, we have incurred great expense in improving the skip shafts, and have put in 500 fms. of best steel wire ropes for hauling with; instead of heavy chains; these ropes are working well, and are charged with every other liability in the quarter's cost. At the tin dressing floors a great deal of new work has already been done, which is far from being completed; this we consider of great importance. The works we are doing here will be of lasting benefit to the shareholders, and must be urged on with the other improvements as fast as possible. The mine is in fork to the bottom, and the different pitches and bargains are in full course of working, and opening out.

The CHAIRMAN stated it gave him much pleasure to meet his co-adventurers on this occasion. Several present would remember that two years back he stated the machinery of the mine was old and worn out, and must be replaced by new, incurring a heavy cost, but this could be done from the resources of the mine, and not from the pockets of the shareholders. On looking through the cost he found the profit had in the two years exceeded 5000*l.*, and the old machinery had been to a great extent replaced by new. At surface great improvements had been made in the tin dressing department, and every effort had been made by their competent manager to economise the cost in returning the tin, and save as far as possible the tin from passing off into the streams below. The result has been that on the past three months' working, and the most expensive months of the year, a profit of 1800*l.* had been made, 40*l.* of which had been spent in dead work for the future benefit of the mine, and they had to-day a balance of nearly 1400*l.* to deal with.

Mr. BECKETT was much pleased with the statement made by the Chairman, and he should be glad to know what amount of dividend the committee would recommend.—The CHAIRMAN stated they had fully considered the matter, and would propose that a dividend of 6*s.* per share (or 10*l.*) should be declared, and the balance of 35*l.* carried forward to the next account. This was carried unanimously.

The SECRETARY stated he had received for signature the new lease for 21 years from the Ecclesiastical Commissioners, at a royalty of 1*l*. 2*s.* 6*d.* the old lease having been at 1*l*. 1*s.* 6*d.*

The CHAIRMAN thought it would be highly satisfactory for the shareholders to know that he had received a communication from Mr. Butler's agent, through the local purser, that in the new grant of the eastern ground a considerable extension of the sett would be given. On calling the attention of the shareholders to the section, the whole of the ends going east from the 45 under adit to the 100 were of a most productive character, and that by an extension of the ends eastward large reserves were being made, and a permanent dividend mine being opened out.

Mr. SOUTH stated that he had only recently become a shareholder, but before doing so he had the mine inspected by a competent agent, whose report was highly satisfactory both as regards prospects and management.

The CHAIRMAN thought that on the present occasion they should recognise the services of their manager, and he had much pleasure in proposing that a vote of thanks be given to Capt. W. Rich, and a gratuity of 20 guineas be presented to him for bringing the mine into such an efficient and profitable state of working.—A resolution to this effect was carried.

The committee of management were re-elected, and a cordial vote of thanks passed to the Chairman.

The CHAIRMAN, in acknowledging the vote, stated that this was the first mining property with which he was connected, and it was a source of great pride to him, that after so many years of existence and outlay the mine should become remunerative. Knowing as he did the resources of the mine, he fully believed that with the present small Wheal Uny would be one of the best dividend mines in the county.—The meeting then terminated.

NEW CENTRAL SNAILBEACH MINING COMPANY.

The third half-yearly meeting of the shareholders was held at the London Tavern on March 31.—Mr. JOB TAYLOR, J. P., in the chair.

The accounts showed a credit balance of 2639*l.* 12*s.* The following reports of the directors and agent were submitted:—

The directors present a statement of the company's affairs, made up to the 16th March, 1871 (duly audited), and by which an available balance of 2639*l.* 12*s.* beyond liability is shown to the credits of the undertaking. Since the last half-yearly meeting the directors have completed the arrangements made with the lessors referred to in their last report, and they used every exertion to complete the new plant on the mine, at Hogston Hall, but in consequence of the severe frost of the past winter, which for many weeks rendered it impossible to start on any building operations, they have not yet been able to bring it into working order. The erections are now proceeding rapidly, and your directors are assured that they will be completed and the machinery at work before the end of next month. In regard to mining operations, your directors have pressed forward the works to their fullest extent, and have great satisfaction in referring the shareholders to Capt. J. Kitto's report on the condition and prospects of the company's mines. Every erection will be made to develop the property, and secure the early payment of a dividend. Since the last meeting, Mr. Thomas Thompson has resigned his office of secretary, and the directors have appointed Mr. J. S. Wainwright, of Dudley, to succeed him. From this time the registered office of the company will be at No. 5, Birmingham-road, Dudley, the office of Mr. Thompson, No. 5, Whitechapel, London, still available for the purpose of reference and inquiry as heretofore. Mr. E. H. Lowe, retired by rotation from the office of director at that meeting, and declines to offer himself for re-election. Mr. Henry Bottom, of Moseley Common, near Birmingham, for many years the manager of the National and Provincial Bank, in Birmingham, but now retired from business offers himself as a candidate for the directorate. Mr. Bell, the auditor of the company, also retires at this meeting, and offers himself for re-election.—J. TAYLOR, H. M. WAINWRIGHT, R. HILHOUSE.

Since the shareholders' meeting held in August last, we have extended the 200 yard level but little, as our main object has been directed towards the deeper development of the mine, in order that we may as soon as possible get out of the influence of the shale, and with this we have sunk a sump 30 yards below the 200 yard level, where we are again driving out for the purpose of proving the character and composition of the lode. I may, however, remark that in the 200 yard level the lode is still strong and kindly, notwithstanding the ground on the north side is of a soft and shaly character, and my opinion is that the driving of this as a pioneer level is well worth considering, as in the Old Snailbeach Mine, adjoining us, the shale has been found much deeper in some places than in others, and we may reasonably expect the same result in our sett. I would also advise the same (200 yard) level being driven east towards the old Snailbeach Mine, as no level has been driven in that direction below the 124. In the 230 yard level we have lately had some nice stones of ore from the part of the lode we are carrying in the driving, but most of the lode in this level is still standing to the south. Our object has been to push on the driving of this level as rapidly as possible, in order to secure better ventilation, by effecting a communication with No. 2 sump, which we are sinking below the 200 yard level, but immediately this is accomplished we shall cross-cut the lode, in order to prove its size and character. I may add that, so far as we have gone, the country rock to the north of the lode has been much more firm and flaggy than in the levels below; this level is now extended west from No. 1 sump about 33*l*. 1*s.* No. 2 sump is now down 8 fms. below the 200 yard level; the lode appears to be very large, and contains a quantity of the most beautiful carbonate of lime, with nice strings of ore, and is improving as it goes down, but we have not yet been able to prove its size; this is also being pushed on in the easiest ground we can find for the same object as mentioned above—to secure ventilation in the level below.—Hill Sett: The engine-shaft in Mytton Dingle has been sunk altogether about 44 yards, and is now down 30 yards below the adit level, where we have driven a cross-cut, and intersected the lode at a distance of 8 fms. on the course of the lode, which, although so far poor for lead, is one of the kindest I have ever seen, and I have not the slightest doubt that it will be long prove very productive; in the present end it is from 4 to 5 ft. wide, and daily improving in both size and character. I may also add that the water which some time since was so very strong in the sumps below the shallow adit level, and which we had to suspend in consequence, has all been drained dry, notwithstanding its great distance from the deep level, being about 160 yards apart, and the sinking has been again resumed; here the lode is at least 6 ft. wide, and yielding some very good ore. The draining of the water for such a great distance is an excellent feature, and shows that the lode for the whole way is both strong and porous. We have placed a portable engine on the top of the new shaft for pumping the water and drawing the shaft from this part of the mine. The masons and engineers are getting ahead fast now with the erections at the old mine, and would have had the whole complete two months since but for the long continuation of bad weather, which prevented the possibility of proceeding with the buildings, but they now state that the whole shall be finished by the end of April, and I see no reason whatever to doubt it.—JOHN KITTO.

The CHAIRMAN, in moving the adoption of the report, stated that they would all be sorry that the machinery had not been sooner completed, but everyone was aware that the long and intensely severe winter had interfered with all surface operations, and they could not complain more than their neighbours. Everything, however, was being got on with as quickly as possible.

Capt. KITTO explained that they were driving in the softest and poorest part of the lode in the old mine in order to form a junction with the sump sinking below the 200 yard level, and thereby affect a good ventilation the air being at the present moment very bad. For the same reason the sump itself was being sunk in the softest part of the lode. In Mytton Dingle, where they had driven cross-cut the lode it was not possible to have anything more promising. The cross-cut was 50 fms. to the west of the sump sinking through the ore ground, which is completely drained, thus showing the porous nature of the ground through a very good sign. The level from this cross-cut would be 25 fms. below the bottom of the sump, and give that quantity of backs. The two stones of ore are on the table, and which he had himself broken the day previously from the bottom of the sump, would show the value of the lode there.

The resolution adopting the reports and accounts was then passed.

Mr. H. M. WAINWRIGHT said that Mr. E. H. Lowe, having retired from the direction, due notice had been given, and he begged to propose in his place the name of Mr. Henry Bottom, of Moseley Common, Birmingham, as a director for the ensuing year. Mr. Bottom had been the manager of the National and Provincial Bank in Birmingham for a period of more than 30 years, but he was now retired, and having plenty of time, and being well qualified from his past experience for such a post, would be a valuable addition to the board. He (Mr. Wainwright) had given a large amount of his time to the affairs of this company, and he might tell the shareholders that whilst their new plant would be one of the cheapest it would be at the same time, for its size, one of the most efficient in the county of Shropshire.—Carried unanimously.

Mr. J. T. Bell was then elected auditor for the ensuing year.

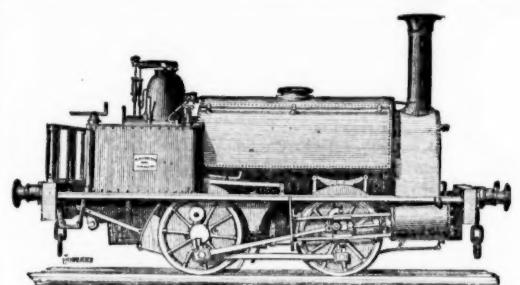
Mr. H. M. WAINWRIGHT said it would not be right for that meeting to separate without rendering a cordial vote of thanks to their late secretary for the very valuable services he had rendered the company during his connection with it, and he trusted the meeting would be as unanimous on this point as were the directors. Now that three of the directors reside in the neighbourhood of Dudley the majority of their meetings would be held there or at the mine, and as it would be impossible, as they were aware, for Mr. Thompson to attend these meetings, it was felt that some change was necessary. At the same time he felt quite sure that Mr. Thompson would lose no opportunity of forwarding the interests of the company wherever it was possible, and he might state that the office at Whitechapel would continue as a London office of reference, where every information connected with the company could be obtained.

Mr. R. HILHOUSE, in seconding the resolution, spoke in the highest terms of the manner in which he had always found the company's affairs conducted. That he on no occasion met with Mr. Thompson without receiving from him every possible information.—Carried unanimously.

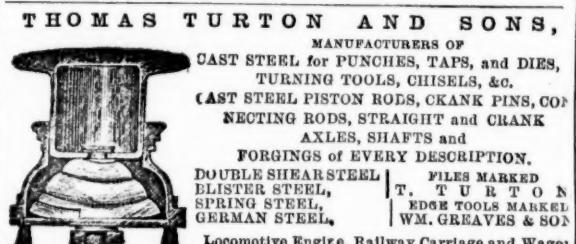
Mr. CHARLES HILHOUSE had much pleasure in proposing a vote of thanks to the Chairman and directors for their services to the company. He was quite sure they had the interest of the shareholders well at heart, and would, if possible, bring the ship into port. He would not sit down without saying how heartily he agreed with the cordial expression of the good feeling of directors and shareholders towards their late secretary.

Mr. THOMPSON said he felt deeply grateful to the shareholders present for the manner in which they had received Mr. Wainwright's resolution. He had long felt that he held an anomalous position in the company. It was absolutely necessary that the majority of the directors' meetings should be held in the country, and, as the shareholders are aware, from the terrible infirmity under which he was suffering it would be impossible for him to attend them. He felt this was not right, and the company's interest must necessarily suffer. He felt great regret at severing his official connection with them at a time when prosperity would appear to be about to crown their efforts, but they might rest assured that so strong were the ties which bound him to its interests that he would continue to do his utmost to promote the future welfare of the company.

Mr. JOB TAYLOR made a suitable reply on behalf of himself and co-directors, and the proceedings then terminated.



TANK LOCOMOTIVES,
FOR SALE OR HIRE.
HENRY HUGHES AND CO.,
LOUGHBOROUGH.



THOMAS TURTON AND SONS,
MANUFACTURERS OF
CAST STEEL FOR PUNCHES, TAPS, and DIES,
TURNING TOOLS, CHISELS, &c.
CAST STEEL PISTON RODS, CRANK PINS, CON-
NECTING RODS, STRAIGHT and CRANK
AXLES, SHAFTS and
FORGINGS of EVERY DESCRIPTION.
DOUBLE SHEARSTEEL | FILES MARKED
BLISTER STEEL, | T. TURTON
SPRING STEEL, | EDGE TOOLS MARKED
GERMAN STEEL. | WM. GREAVES & SON

Locomotive Engine, Railway Carriage and Wagon
Springs and Buffers.

SHEAF WORKS AND SPRING WORKS, SHEFFIELD.

LONDON WAREHOUSE, 35, QUEEN STREET, CANNON STREET, CITY, E.C.

Where the largest stock of steel, files, tools, &c., may be selected from.

THE HOWARD SAFETY BOILER,

For STATIONARY and MARINE ENGINES, has the following advantages:—

SAFETY; NO RISK from DANGEROUS EXPLOSION; HIGH-PRESSURE STEAM, with ECONOMY OF FUEL; perfect circulation, and ready means of removing sediment.

Saving of cost and time in repairs; portability, and, for export, great saving in freight.

Patentees and Manufacturers: J. and F. HOWARD, Britannia Iron Works, Bedford.

LONDON OFFICE: 4, CHEAPSIDE (three doors from St. Paul's).

IMPROVED VALVES AND TAPS, FOR WATER, STEAM, GAS, ETC.,

Made by MATHER AND PLATT,
SALFORD IRONWORKS, MANCHESTER.

ILLUSTRATED SHEET, WITH PRICES, CAN BE HAD ON APPLICATION.

A LIBERAL COMMISSION ALLOWED TO ENGINEERS, AGENTS, AND OTHERS FOR INTRODUCING THE PATENT DON LUBRICATING OIL

TO THEIR FRIENDS AND CUSTOMERS.

It is quite as good and durable a lubricant as the best, and is little more than half the price of the common kinds. While there is no more serviceable or economical Oil for Engines and Machinery, it is the best known lubricant of the axles of Railway Trucks and Carriages, and it may be applied in the ordinary grease boxes, at a saving of one-half over grease. Particulars forwarded on application.

EXTRACTS FROM LETTERS RECEIVED:—

From THOMAS EMMERSON FORSTER, Esq., Mining Engineer, Newcastle.

“I find a saving upon four locomotives of £60 per annum.”

From the LANCASHIRE AND YORKSHIRE RAILWAY.

“It kept the (fan) shaft perfectly cool, and with a less quantity.”

From T. and W. CLARKE, Havelock Works, Leicester.

“Having fully tested its merits, I find it equal to the best lubricating oil have ever used.”

From MESSRS. HENRY BALFOUR AND CO., Leven, Fife.

“We are glad to say that it suits us admirably, and it gives us better results, than less expensive, than other oils.”

From CHATWOOD, STURGEON, AND CO., Bolton.

“The men were rather against it at first, but have now, by experience, learned to appreciate its good qualities. It answers our purpose so completely that we shall continue to use it and no other.”

DUNCAN BROTHERS 20th Unity-buildings, Liverpool, Sole Importers.

Titanic Steel and Iron Company

(LIMITED),

SOLE MANUFACTURERS OF

R. MUSHET'S SPECIAL STEEL,

FOR LATHE and PLANING TOOLS (requires no hardening);

MUSHET'S TITANIC CAST STEEL,

For ENGINEERS' TOOLS,

MINERS' DRILLS, &c.,

Forgings in Steel; Steel Shafting;

Piston Rods, Axles, &c.

Double Shear Steel; Spring Steel;

Blister Steel;

TITANIC STEEL WIRE RODS."

FOREST STEEL WORKS, COLEFORD, GLOUCESTERSHIRE.

MILNERS' STRONG HOLDFAST AND FIRE- RESISTING SAFES

STRONG ROOM DOORS, &c.,

WITH ALL THE RECENT IMPROVEMENTS.

Price Lists, Drawings, and Testimonials free by post.

LIVERPOOL, MANCHESTER, SHEFFIELD, and 47A, MOORGATE
STREET, CITY, LONDON.

HEPBURN'S
PUMP LEATHER
WATERPROOF

By a special method of preparation, this leather is made solid, perfectly close in texture, and impermeable to water; it has, therefore, all the qualifications essential for pump buckets, and is the most durable material of which they can be made. It may be had of all dealers in leather, and of

I. AND T. HEPBURN AND SONS,
TANNERS AND CURRIERS, LEATHER MILLBAND AND HOSE PIPE
MANUFACTURERS,

LONG LANE, SOUTHWARK, LONDON.

Prize Medals, 1851, 18

Mining Correspondence.

BRITISH MINES.

ASHNETON.—William Johns, Wm. Tipton, April 5: **Lindow's Shaft**: Since our last report the driving of the 10 fm. level cross-cut has been with greater speed, and judging by the underlie of the lode in the adit, we have about 9 feet to intersect the lode. We are compelled to suspend the sinking of No. 2 winze in consequence of an increase of water, where the lode is worth 12 cts. of lead per fathom. The sinking of No. 3 winze is commenced, in which we have a good leader of ore, the lode here being over 20 feet wide; the main part is still standing to the west, which will be cut into after a few fathoms have been sunk. The stopes in the back will average 10 cts., or lead ore per fathom.—**Gundry's Shaft**: We are continuing the sinking by the side of the lode, and shall do so until the next level is reached. **Mawr shaft** is cleared up 2 fms. below the 8 fm. level, and not reached the bottom; so far the lode is standing in whole, and worth 20 cts. of lead ore per fathom. At surface we have now sufficient water, and commenced dressing.

BLAEN CAELAN.—John Evans, April 5: **Settings for April**: Six men to sink the engine-shaft below the 10, at 15 fm. per fm.; the ground is still hard and short, and the progress slow. The shaft is down now 7 fms. 4 ft. Four men to drive the 10 east of shaft, at 51 fm., per fm.; the lode is producing about 1 ton of lead ore per fathom. Six men to stop the lode above the level east of adit, at 11 fm., per cubic fathom; the lode is yielding well, fully 2 tons of lead ore per fathom. Four men to extend the cross-cut north of this last-named level, at 61 fm. per fathom; the ground is without change. Four men to stop the sole of this level west of the communication reported last week, make all square and put down the rails for the sum of 151. In the main adit we have six men quarrying stones for the completion of the building, which are making good progress.

BLUE HILLS.—S. Bennetts, A. Gripe, April 1: The lode in the 76, east of the engine-shaft, is large, of a promising character, and producing some tin-stuff. In the 66, east of Lether's, no lode has been taken up since last reported; there is nothing further discovered since passing the "flyby" ground; we expect soon, however, to meet with another gossan in this end. The Wheal Betsy lode, in the 13, east of Polyar shaft, continues small, and worth about 20 fm. per fathom for tin, with good stones of copper ore making their appearance; this looks favourable. The stop above this level is worth 8 fm. per fathom, and that above the same level, on the south part, 10 fm. per fathom.

BRONFLOYD.—T. Kemp, April 5: **Settings for April**: No. 1 Shaft, South Lode: The casing and dividing of this shaft from the 26 to the 36 has been completed, so that the machine kibble will come to the bottom of this part of the mine. As instructed, I have put the men to cross-cut the lode north, at 200s. per fathom, stent 2 fathoms.—No. 3 Shaft, North Lode: Six men to drive the 84 fm. level end, west from winze, at 240s. per fathom, stent 2 fathoms; the part of the lode opened on this level has during the past week further improved, and is now worth for the width of the level (4 ft.), 2 tons of lead ore per fathom; this is a most important improvement. Four men to stop the lode west of winze in this level, and going back towards the shaft, at 75s. per fm., stent 5 fathoms; the lode is worth about 1 ton of ore per cubic fathom. Six men to stop the lode west of shaft, and towards the winze, at 75s. per fathom, stent 5 fathoms; the lode is worth 1 ton of ore per cubic fathom. Four men to drive the 73 west at 240s. per fathom, stent 2 fathoms; the lode is producing about 1 ton of ore per fathom. Two men to drive the 73, east of shaft, at 140s. per fathom; the lode is chiefly composed of killas, carrying small strings of ore; after this level gets further in we may expect an improvement, as there is a good bunch of ore going down in the sole of the 62, and just over this point, Six men to stop the lode west of winze under the 62, at 70s. per fathom; the lode is worth 2 tons of ore per fathom. Four men to stop the lode, east of ditto, at 55s. per fathom; the lode is worth 1 1/2 ton of ore per cubic fathom. Six men to drive the 62, east of shaft, at 160s. per fathom, stent 3 fathoms; the lode is worth 1 1/2 ton of ore per fathom. Six men to stop the lode on the back of this level west, at 97s. 6d. per fathom; the lode is worth 1 1/2 ton of ore per cubic fathom. Four men to drive the 40 west towards No. 4 shaft, at 65s. per fathom; the lode is soft and unproductive.

CAE GYNNON.—J. Hodges, April 5: We fixed our lift in the 60, and went to work last evening all well. When it is drawn to the bottom the shaftmen will commence to put in the skip-road from the 50 to the 60.—**North Lode**: In the 51, east end, the ground is harder, which renders our progress slow; the lode part of the lode; it is worth 8 cts. of lead ore per fathom, and no south wall; a very nice looking lode indeed. The stop in back of this level is not looking quite so well, worth 8 cts. of lead ore per fathom. The stop in back of the 40 is worth 12 cts. of lead per fathom. The lode in the 40, west end, is yielding some good stones of lead and blonde—a fine-looking lode. I hope to value this in my next. No other change in the bargains. Our returns for March, 7 tons of lead and 17 tons 17 cts. of blonde. We have now in house fit for market 23 tons of lead and about 16 tons of blonde. We are gradually increasing our returns, and I hope to continue to do so for some time. On the whole, I never saw the mine showing better prospects than now.

CAP'TAGH.—W. Thomas, April 3: I have nothing particular to remark since last week, all the places being just the same as then reported, except the 104 end, east of skip-shaft, which has improved, and now worth 10 fm. per fathom. We have the steel wire-rope and two skips at work, and it answers very well. We are preparing the ore on the floors as fast as possible for market, and when it is finished dressing an account of the estimated quantity put to pile shall be forwarded to you in due course.

CAPE CORNWALL.—R. Pryor, J. Davy, April 4: Saturday last being our pay and setting we set the following bargains:—The 100 cross-cut to drive north of the engine-shaft, by four men, at 15 fm. per fathom; the ground here is a little improved, and the men are making fair progress. The 100 to drive east of the cross-cut, by two men, at 31 fm., per fathom; the lode is 2 feet wide, composed of mudi and prian, and a little tin intermixed—a very kindly lode. The 100 to drive west of cross-cut, by two men, at 31 fm., per fathom; the lode here is also 2 feet wide, and similar in character to that in the eastern end. Our pay and setting went off well.

CASTLE AN DINAS.—Thos. Parkyn, April 6: The returns last month were 5 cts. over the previous month, and, as I reported some short time since, the cost was less, as we had to do much dead work. The east stop is looking better, and some very fine branches of tin are found in the open stop, I have so often reported to you, and now in future our returns will greatly increase. I have arranged for the sinking of the engine-shaft 12 fathoms deeper, and we shall commence at once. When the sink is down the returns will double, or more, and this sink will lay open rich tin ground that will take many years to take away. The prospects of the mine are certainly very good.

CHIVERTON MOOR.—G. E. Tremayne, W. Bennetts, April 1: **Setting Report**: The 105, to drive east, by four men and four boys, at 31 fm. per fathom—a very kindly lode. The 95, to drive west, by six men, at 31 fm. per fathom, lode worth 12 cts. of lead per fathom. A stop in the back of the 95, by six men, at 21 fm., per fathom; lode worth 12 cts. of lead per fathom; lode worth 12 cts. of lead per fathom; lode worth 12 cts. of lead per fathom. A rise in the back of the 95, by six men, at 41 fm., per fathom; lode worth 20 cts. per fathom. The 95, to drive east, by six men and two boys, at 21 fm., per fathom; lode producing little lead. A stop in the back of the 85, by six men, at 21 fm., per fathom; lode worth 10 cts. of lead per fathom. A stop in the back of the 85, by six men, at 21 fm., per fathom; lode worth 15 cts. of lead per fathom. A winze to sink in the bottom of the 85, by six men, at 51 fm., per fathom; lode worth 21 cts. of lead per fathom.

CLARA CONSOLS.—Robert Northey, April 1: The progress in sinking Sanford's engine-shaft below the 32 is steady and good. The 32, driving west of Sanford's shaft, is without change, still improving, and is now worth 10 fm. per fathom for tin.—St. George's Shaft: The 15 fm. level end west is improved. The lode being 3 ft. wide, producing saving work to dress for tin and copper. Peleg's Engine-Shaft: The balance-bob at the 120 was put to work last Saturday evening, and is working well; the engine was stopped 22 hours, but we had the water forked by this morning for the men to work. There was but very little done in the 210 last week, owing to the engine stopping so much. The summen will drop the lift below the 210 with all the dispatch possible. Blewitt's Shaft: The 200 fm. level end west is improved, now producing 2 tons of copper ore per fathom, and some tin-stuff to dress.—Richard's Shaft: The 170 end men have been engaged in making a barrow-road preparatory to driving the end. There is no change in any other of our tutwork bargains. We sampled last Tuesday 152 tons 7 cts. of tin-stuff, which will be sold to-morrow, and the amount of the sale will be sent you.

CUDDREN AND WHEAL ABRAHAM UNITED.—William Kitto, April 3: **Sturt's Engine-Shaft**: There is no change in the 230 east or the 205 west. The 180 fm. level end, east of Cudren shaft, has improved, and is now worth 10 fm. per fathom for tin.—St. George's Shaft: The 15 fm. level end west is improved. The lode being 3 ft. wide, producing saving work to dress for tin and copper. Peleg's Engine-Shaft: The balance-bob at the 120 was put to work last Saturday evening, and is working well; the engine was stopped 22 hours, but we had the water forked by this morning for the men to work. There was but very little done in the 210 last week, owing to the engine stopping so much. The summen will drop the lift below the 210 with all the dispatch possible. Blewitt's Shaft: The 200 fm. level end west is improved, now producing 2 tons of copper ore per fathom, and some tin-stuff to dress.—Richard's Shaft: The 170 end men have been engaged in making a barrow-road preparatory to driving the end. There is no change in any other of our tutwork bargains. We sampled last Tuesday 152 tons 7 cts. of tin-stuff, which will be sold to-morrow, and the amount of the sale will be sent you.

CUDDREN.—J. Puckey, April 5: In driving the 142, west of Walker's shaft on the north lode, the lode for the width of the end (5 ft.) presents a very promising appearance, which is composed of soft quartz and peat, and producing good saving work for tin. For a more speedy development of this lode at the 142 we have begun to drive a cross-cut north about 30 fms. west of the same shaft, and expect to intersect the north lode in driving about 5 fms. In different stops in the back of the 142 no lode has been taken down since last report. In the 130, west of the shaft, we have removed the atle from the still in the back of level spoken of in last report, and have begun to take away the south lode and branches, which is yielding good work for tin, and in places worth 40 fm. per fathom. We shall be able to report more freely on this point in a fortnight.

DRAKE WALLS.—T. Gregory, April 4: The branches in the 30, east and west of cross-cut, are worth 8 fm. per fathom. In the 60, west of Brenton's, the branches are improving, and are worth 10 fm. per fathom. The branches in the 70, east of Brenton's, are worth 6 fm. per fathom for tin, with saving work for copper. The branches in the 80, west of Brenton's, are worth 10 fm. per fathom for copper and tin. At the 40, east of Matthew's, the cross-cut south of the slide has intersected some good tinny branches, and the present indications are in favour of having a better class tin-stone in this direction; the silvery ground lode is nearly passed through.

DUCHY AND STUCKLEY UNITED (Antimony).—R. Goldsworthy, March 16: I now begin to hand you my report, with recommendations in reference to its future development. I inspected this property on Friday, March 10, which proved a favourable time; fortunately the sides on this occasion made a great out, which gave us a good opportunity of seeing that this great deposit of antimony does continue its course northwards many fathoms further than can be seen at any ordinary tide. I was surprised to see such rocks of rich antimony scattered over the beach, but finding this lode varies in width from 12 to 16 ft. is sufficient to show how the ore is scattered around. The ore available for taking away, by

working at low tides, is limited; and to fully develop this property I recommend you to drive south (say) 10 fms., at this point sink a shaft 12 fms., then drive north and south, and I have no doubt this will show that you have a valuable property, and will richly pay the company for their outlay.

EAST CARN BREA.—J. Rodda, April 5: In consequence of the failure of the top-clack of the 80 plunger-lift under water we have put down a drop-clack, which answers very well, and good progress is being made in sinking. The ground in the 60 fm. level cross-cut, north of the old engine-shaft, is without change. No. 1 lode, in the 50 east, is looking exceedingly promising, and producing good saving work for copper ore.

EAST NANT-Y-MWYN.—John Thomas, April 5: All our underground and surface operations are proceeding very satisfactorily. No time shall be lost in cutting the rich lodes in the Great Nant-y-Mwyn Mine, which are only a little distance ahead of our No. 1 cross-cut. These are the rich lodes in the Great Master vein of the well-known Nant-y-Mwyn, a short distance from our cross-cut. This is enough to prove that these rich lodes are productive east of the Nant-y-Mwyn, and will be well at the Nant-y-Mwyn Mine. We are also getting on with all speed in clearing the deep adit. I have forwarded a sample of ore from the 20 to our London office; and as soon as this level is cleared and secured I can send you a great deal better sample. We can put men to raise ore at this level at a good profit, which will prove the correctness of my former reports on this valuable property.

EAST PROVIDENCE.—J. Nancarrow, Wm. White, April 1: The following work was set to day. The 134, to drive north, by six men, at 12 fm., per fathom; here there is a part of the lode, or another lode come in from the south, which is now the whole size of the end, composed of capel, chlorite, spar, &c., of a very promising character, and containing tin to save. The 122, to drive north, is six men, at 12 fm., per fathom; lode large and hard, contains a little tin, and is expected to improve. The 134, to drive south, by two men, at 22 fm., per fathom; lode more settled and more promising than it has been for several fathoms. The 122, to drive south, by six men, at 51 fm., per fathom; lode improved, and seems to be worth 12 fm., per fathom, and may be worth much more, as its width is not yet ascertained. The stops at this level are worth about 10 fm. per fathom, and are set on tribute. There are three pitches working by ten men, at an average tribute of 10s. in 11.

EAST WHEAL GRENVILLE.—G. R. Odgers, W. Bennetts, April 1: Setting Report: The 120 cross-cut to drive north, by four men, at 31 fm., per fathom. We have holed the piece of ground before referred to; this we hope will enable us to make more progress in future. The 95 east by four men, at 6 fm. per fm.; the lode is 2 1/2 ft. wide, and worth 3 tons of good yellow ore per fathom; we are expecting this lode will be better again shortly. The 85 east by six men, at 11 fm., per fathom; here the ground is hard, which has squeezed the lode; looking at the good bunch of ore going below the 75, not far in advance of this end, we think as soon as a change takes place in the ground a corresponding change will also take place in the lode. The 75 east by six men, at 7 fm. per fathom; the lode is 3 ft. wide, a good coarse of ore, worth nearly 6 tons per fathom. No. 1 stop, above this level by four men, at 31 fm., per fathom; lode worth 4 to 5 tons per fathom. No. 2 stop by six men, at 60 fm., per fathom; lode worth 2 tons per fathom. The 65 west by six men, at 31 fm., per fathom; here the lode has made a squeeze, which we think will only be temporary; it is producing good ore. The stop above the 65 east by six men, at 60s. per fathom; lode worth 4 to 4 1/2 tons per fathom. Having met with water in the winze below the 65 (before the 75 end), we have suspended it for the present, or until it is drained by the 75; and we have placed to sink a winze below the 55, immediately over the rise in the 65, at 6 fm. per fathom; the lode will produce 2 tons of ore per fathom, which we think will quickly improve; this will be opening out ground for stopping. We continue to be busy about the ore, with which we believe we are getting on pretty well.

G. R. Odgers, W. Bennetts, April 5: We have no change to notice in any part of this mine since our report of Saturday last, and we think our sampling will be about equal to our former estimation. **EAST WHEAL LOVELL.**—Richard Quenell, April 5: There is no change to notice since my last report, except in the 80 west, which is further improved. We are raising 1 ton of tin per day. **EAST WHEAL SETON.**—Joseph Vivian and Son, Henry Arthur, April 6: Cartwright's Shaft: The water having subsided we shall commence driving the 34 east on Monday next. The 23 west is worth about 10 fm. per fathom. The tribute pitches are without alteration. Bassett's engine-shaft is now 11 1/2 fms. below the 34, and the lode evidently improving with depth, being now 5 fm. wide, and producing some good copper ore. We propose sinking 9 fm. more for driving. The eastern or flat-rod shaft is down 9 1/2 fms. below the 34, the lode being 1 1/2 fm. much the same character as for some time past. In the 34 east there is no change worthy of notice.

EXCELSIOR.—G. Rickard, April 5: The ground in the deep adit level is showing more spar and capel than I have ever seen before, with streams of water issuing from all parts of the end. These I consider are strong indications of our near approach to the lode.

EXMOOR TITL (Silver Lead).—N. Trevithick, J. Cook, April 6: In the deep adit and south, having a short time since cut a stream of water in the western side which interfered with our timber, we were obliged to suspend it for a few days to strengthen our work. We have now resumed the driving of it, the lode showing the shallow level is holed and completed, and it gives us good air for both levels. The lode in this rise has opened out some good ground, and is better in the back of the shallow level that it was in the rise, and there is a good lode going with of the rise independent of the lode our weels are driven on, and which we hope to turn to a good account as soon as we can get to drive on it. We hope to cut the quartz lode further north than we have yet seen it in a few days, and we anticipate good results from there, as the end driving towards it is opening out tribute ground. We hope to have a good parcel of blonde and lead to sample on or about April 29. Our tribute pitches, both on jack and lead, are looking well.

HARWOOD.—W. Vipond, April 4: The end of level here continues easier, but no ore; it is set to two men to drive for the month, or less if they are wanted at the shaft, at 50s. per fathom. I think it is likely we shall obtain the men we require to re-commence sinking the Spa shaft at once.

HARWOOD CONSOLS.—Thos. Neill, March 5: In sinking the engine-shaft the lode is large and very promising, and ground very favourable for progress.

HELVELYN.—John Muse, April 4: East and West Vein: In No. 1 level, driving east by four men, as barytes widens there are indications of better ground in advance; the ore mixed in the barytes is not quite so plentiful, but that with the flint is fully equal to what it was last week. There is still much water, indicating in my opinion open ground before us.—Old Vein: In No. 2 level, driving to north-east by four men, the vein is bearing a little less to the east; there is now a good deal of black jack, with strings of ore in the vein stone, but not so much in the barytes. No. 3 level, to north-east by four men, is bad to drive, owing to the sand and water. There is much quartz in forehead but no ore yet.

HINGSTON DOWN.—(Telegram) J. Richards, April 4: Both ends holding on same value as last report. The rise in back is up 6 feet, worth 40 fm. per fathom.

KING.—W. Knott, April 5: The engine is being erected with all possible speed, and I am convinced that this mine will make every bit as good a property as the Queen.

MINERA UNION.—J. Nicholl, April 6: Fair progress is being made with the sinking of the Flue shaft below the 40 yard level; there is no change in the character of the ground.—Low's shaft: The lode in the 60 yard level worth 2 ft. wide, composed of chert, spar and lead, worth about 7 cts. per fathom; this is a very promising looking end, and I am daily expecting an improvement. No change worthy of remark in any of the tribute pitches; they continue to yield their usual quantities of lead.

NEW BELDON.—J. Barron, April 3: The ground in Standalone vein, in the 25 fm. level east, at Reddon, continues hard for driving; we have more strength in vein since my last. The vein at the present forebreast, from the bottom of the drift to about 3 ft. high, is composed of stone and spar, from 3 to 3 1/2 ft. wide, about one-third of it being spar, mixed with pieces of ore, but not to value. The vein, at 3 ft. up the forebreast, overlies about 2 ft. to the south; roof not taken down. Altogether, the vein at this point is more encouraging. In the south cross-cut the ground is changed since my last. On Thursday we came upon a thin band of sill at the coal bed; it is now increased to 16 in. thick. The coal mostly cut out, and the stone band lying in place of it and the top part of the plate: the stone is commencing to dip, and a strong outlet of water is now coming forcibly from the band of sill at the forebreast; the change indicates that we are coming near the vein. The old Shildon vein, in the Beldon adit level, continues productive, and I think is little improved for ore since my last; the ground is harder for driving.

NEW CROW HILL.—T. Trelease, A. Kent, April 4: We are still extending the 100 cross-cut south, and in doing so we find the ground stiff for driving through. The water is much better than it has been.—North Lode: We are still extending the level on the course of the lode. The lode is large, composed of white iron in the 140 cross-cut east, north from engine-shaft, have almost disappeared, but we think it prudent to extend the cross-cut still a little further east. The 130 fm. level north is still being driven by the side of the lode, without stopping, and on through the lode, the ground is without change to notice. In the 115 fm. level north we are driving on the west side of the lode, which is improving in appearance and we hope getting better for progress, and producing a little saving work. The ground in the 115 fm. level north continues stiff, and therefore no change for progress. We are in want of men for the two latter bargains, there being only two men where there should be six in each place. In the winze sinking in the bottom of the 81 north, against the rise in the 100, we have the west part of the lode, which has become rather better for progress, and producing a little saving work—looking very kindly for improvement. We are also two men short in this place. No lode has been taken down in the 100, south from engine-shaft, since our last report; the ground by its side is favourable. The part of the lode being carried in the 81, south from engine-shaft, is looking very promising, and producing saving work; but in the north end, opposite, it is unproductive at present. In the rise in the 72, north from Taylor's cross-cut, the lode produces a little lead ore occasionally, but not to value; the ground, however, is good. We have recently passed through another branch of white iron, interspersed with mudi, in the 45 cross-cut west, north from Orchard air-shaft, but the ground has become a little stiffer, from which water is issuing. The various stops throughout the mine are looking just the same as for some time past, and a similar remark will apply to the tribute pitches.

GAWTON COPPER.—G. Rowe, G. Rowe, Jan., April 1: King's engine-shaft, sinking below the 95, is going through the lode, which is chiefly composed of hard capel and spar, spotted with mudi and ore. The part of the lode carried in the 95 east is composed of capel, spar, and mudi, spotted with ore, and

this mine calling for remark during the past week. Friday next being our pay and setting, a full report shall be sent you.

NORTH CROFTY.—Joseph Vivian and Son, William Thomas, April 6: The 220, west of Petherick's shaft, is without change to notice. The 208 west produces 1 ton of copper ore per fathom, with a tin part lying to the south. The 196 west is unproductive. The 196 east and west of cross-cut from Prade's shaft, on the south lode, is worth about 20*t*. per fathom in each end. The cross-cut 10 fms. further west is extended about 1 fm. towards the lode, which we expect to reach within one month, and towards which we look with great interest, as more light will then be thrown on the new discovery.

NORTH DOWNS.—J. Williams, April 4: During the past week we have had some slight breakages to the flat-rods, which has somewhat retarded our progress in the sump winze; it is now put in good working order, and the bargains are working with the usual vigour. The lode in the stopes west of sump winze is squeezed in places, but is still worth on an average 15*t*. per fathom. The other points are looking much the same as when reported on last week.

NORTH TANKERVILLE.—R. Waters, April 5: The engine-shaft is sunk 16 fms., 2 ft. from surface, and I am glad to say the ground in the present bottom is getting softer. We have recommended the securing of deep adit level, which will facilitate the clearing of the adit shaft referred to in my last report. We shall commence to build the engine-house, &c., on Monday next, and shall be ready for the boiler in three weeks from this date, which with engine, &c., I will thank you to order at once.

NORTH TRESKERBY.—R. Pryor, Thomas Jenkin, April 5: We are making good progress in forking the water in this mine, which is being drained to the 100, and we hope to be able to resume the driving of this end east of Treskerby's shaft by Tuesday or Wednesday next. We have resumed the two stopes in back of the 110, which are worth 2*t*. tons of copper ore per fathom respectively. The lode in the 100, east of Treskerby's shaft, has not been taken down for the last 6*t*. driving; this we intend doing in the latter part of next week, when its size and value shall be fully reported upon. The lode in the adit level, driving west of Doctor's shaft, is 2 ft. wide, and worth 1 ton of copper ore per fathom. We have also set several tribute pitches, and, on the whole, things are going on very favourably, and every exertion is being made to drain the water in order to resume the whole of our tutwork and tribute bargains above the 130.

OKEL TOR.—W. B. Colton, April 6: All the surface operations are proceeding in a satisfactory manner. On Monday last all four ovens were put to work burning the "whites," and the floors pare are busily engaged preparing tin for the market. Next week we commence fixing the other 12 heads of stamps. The shaftmen are engaged sinking a shaft and driving a level from below low water mark to bring in the water from the Tamar River into the same, preparatory to fixing a 12-inch plunger to supply the stamps and dressing-floors with a sufficient quantity of water. In the underground operations the ends and stops are yielding generally good tinstuff.

PEN-AN-DREA UNITED.—W. Tregay, Jas. Thomas, April 1: Sump : The wa

er is quick, and sinking moderate. In the 140 west the lode is worth 10*t*. per fathom. In the plait in the bottom of this level the lode is 12 ft. wide, and will produce 10 cwt. of black tin per cubic fathom. In the plait in the back of this level the lode is 7 ft. wide, and will produce 10 cwt. of black tin per fathom. In the 120 north the lode in the rise is still disordered by the cross-cut. There has been nothing of importance intersected in the cross-cuts since last report.—Street : In the 47, east of Bragg's, the lode is worth 10*t*. per fathom. In the 47, west of Bragg's, the lode is worth 30*t*. per fathom. In the 47 rise, west of Bragg's, the lode is worth 30*t*. per fathom. Cobblers : In the 129 west, the lode is worth 10*t*. per fathom. In the 129 east, the lode is becoming harder, and letting out an increase of water, both of which we regard as promising for improvement. In the 80 west the lode is at present unproductive. In the 70 west the lode is worth 15*t*. per fathom. In the 60 east the lode is worth 10*t*. per fathom. In the 60 west the lode is worth 15*t*. per fathom. In the 55 west the lode is worth 12*t*. per fathom.—Cardozo : In the 47 rise the lode is unproductive. In the 30 rise the lode is unproductive. In the 29 rise the lode is worth 8*t*. per fathom. The lode at the shaft, in the 10, is worth 10*t*. per fathom. There are no other changes to report.

PENHALLE WHEAL YORK.—W. H. Martin, April 5: At our pay on Friday last we set to divide and case the shaft from the 140 to the 150, take out penthouse, and fix the same at the latter level, and cut ground for winze-brace, a bargain, at 10*t*.; also to drive the 150 east 9 ft. wide for plait, at 15*t*. 10*s*. per fathom, by 16 men; this work we are pushing on with all haste, so as to resume the sinking towards the junction as soon as possible.

PENHALLE.—S. Bennetts, W. Higgins, April 1: The lode in the back of the 70, east of the engine-shaft, is not so productive as it has been, and the west end is as yet through the cross-course. If we can succeed in finding good tin ground beyond this cross-course it will be very satisfactory. In the 60, just over this point, the tin ground was completely cut off by it. There is no change worthy of notice elsewhere.

PENRHYN.—W. Johns, M. Whitford, April 5: The lode in the engine-shaft sinking below the 50 is increasing in size, and producing good stones of ore. The flat-rod shaft is cleared up about 8 fathoms below the 30, and, judging from the appearance of the stuff, the bottom will soon be reached; the lode is worth 20 to 25 cwt. of lead ore per fathom. The stope is of the same value as last reported. We have intersected the lode in the cross-cut driving north from the cliff, and we are pleased to say it is looking very promising as far as cut through, worth 4 cwt. of lead ore per fathom. The east and west branch, in the adit level, contains good stones of ore, with a better channel of ground coming into the end.

PERKINS BEACH.—Edward Davies, April 6: In the 20 we rose on our west breast, and have communicated with pump-sump. I am glad to report the improved character of pump-sump vein, which is better than ever, and the pipe of ore is lengthening as it approaches the 20. Our rise in the chimney pipe is in excellent ore, and still continues going up in maiden ground. On No. 2 canter, in the 20, the winze has been cleared and secured. In sinking a fathom this vein has much improved, and produces nice stones of ore. We shall proceed with this when the pump is attached to the main-rod of the engine. The yield of ore in Walker's winze is very good, and continues to improve; it has reached Gwilym's south shaft, in which we expect a large course of ore. The ground at this junction is much broken, and timber being required the shaftmen are pushing the required work as fast as possible.

PLYNIMMON.—J. Paul, April 3: Saturday last being our pay and setting day, the following is our report:—The 24, east of engine-shaft, is set to six men, at 12*t*. 10*s*. per fathom (for 2 fathoms); this end is at present in a hard bar of ground; the lode is composed of carbonate of lime, blonde, and spots of lead ore, and we look for a long run of ore ground in this level as soon as the hard bar is driven through, the 12, or level above, being about 90 fms. in advance. The 12 east is set to four men, at 5*t*. 15*s*. per fathom; the lode is 4 feet wide, worth 15 cwt. of lead ore per fathom, and promises improvement. In the roof of this level, and west from No. 5, winze (lately holed through from the adit), four stopes are set to 16 men (four in each bargain), at 2*t*. 15*s*. per fathom, and throughout these stopes the lode will yield 1 ton of lead ore per fathom. The adit level to drive east, is set to four men, at 5*t*. 10*s*. per fathom; the lode in the end is 3 ft. wide, containing a little lead ore, and of a promising character. A stope over the adit, near No. 5, winze, is set to four men, at 2*t*. 15*s*. per fathom; the lode is producing 16 cwt. of lead ore per fathom. The mine underground is now in fair working order, and ore being broken to sent to market as fast as possible. I hope the 40 tons on sale to-morrow will realise a good price. Another 40 tons will be ready in a month, although in the dressing department we are very short of hands at present. (The above 40 tons are sold at 11*t*. 18*s*. 6*d*. per ton.)

PRINCE OF WALES.—J. Gifford, April 4: No lode has been taken down in either of the bottom ends, east or west, since last report. The stopes throughout the mine are without any change to notice.—Silver Lode : No change in the 20. At Silver shaft the stopes continue to yield some low-class silver ore.

PRINCESS OF WALES.—T. Foote, G. Rickard, April 5: According to the resolution passed at the general meeting, we have commenced with four men to clear the mouth of Johnson's adit, which we hope to get completed this afternoon, when we shall at once commence rising upon the silver lode for the purpose of providing the same, and give ventilation for extending the adit towards the tin lode. The other two men are engaged in opening upon the back of the silver lode preparatory to sinking against the rise in order to form a speed communication.

QUEEN.—W. Knott, April 5: On Saturday last, being our pay and setting day, the following bargains and tribute pitches were re-set:—To drive the 30 below adit, east of engine-shaft, by the side of the lode, by six men, stent for the month, at 6*t*. per fathom; the lode in this end is of great promise, being fully 4 ft. wide, of good quality tinstuff, in addition to 80 to 100 ozs. of silver per fathom. To sink Cook's shaft under the 10, below adit, by six men, stent for the month, at 6*t*. per fathom. To drive the 10 west, by twelve men, stent one month, at 3*t*. per fathom, and 6*s*. 6*d*. in 1*t*. tributes the lode in this end will yield 5 tons per fathom—value 7*t*. per fm. The 10, east of shaft, is suspended for the present, and the end must put to rise in order to communicate with the adit or level above; in this shaft, this lode is set to four men, stent for the month, at 7*t*. per fathom, and 6*s*. 6*d*. in 1*t*. A pitch in bottom of this level, by four men, one month, at 9*s*. 6*d*. in 1*t*. A pitch in back of the 10, west of the shaft, by four men, one month, at 12*s*. in 1*t*. The tributes in the different pitches paying all dressing east.—Silver Department : Bennett's western shaft to sink on the course of the silver lode, by four men, stent for the month, at 7*s*. per fm.; the lode at this shaft is from 15 to 18 in. wide, composed of flookan, prian, and carbonate of iron, all of which is saving work for silver. The lode in the 10 fm. level end, east of Paul's winze, is from 2 to 3 ft. wide, the leader part of which is 1*t*. wide, composed of flookan and carbonate of iron, interpersed with lead and good spots of silver, from which we have broken during the past week six bags of silver ore of moderate quality. The stope in back of this level have yielded since my last seven bags of second and one bag of good quality silver ore; and as dry weather has set in, and the water fast abating, I hope we shall very shortly be able to resume the sinking of Bennett's western shaft, which shaft yielded the last fathom sunk fully 1*t*. worth of silver ore. We have commenced dressing to prepare two more parcels of silver ore for sampling. We shall also sample about 75 tons of good quality copper muriate and 50 tons of second quality in the course of another week. I may add that the different points of operation, both in the copper and silver departments, are opening up very encouragingly, and with the new or amalgamation process we can now make a good profit on stuff that has heretofore been cast away as values.

RHYDTALOG.—James Dunkin, April 5: I expect our engine-shaft will be deep enough to commence driving a 25 fm. level within one week from the present time, which shall be done as soon as possible; the ground continues of the same favourable character as before. The 15 west, on new lode, is of the same value as sent last week, and presenting a very fine appearance.—New Shaft : We are making good progress in getting down this shaft. The weather continues very fine, and our surface operations are going on very satisfactorily.

ROARING WATER.—H. Thomas, April 1: We have continued to drive north through Grady's adit, but as yet no north wall; the lode is composed of spar, elvan, prian, and carbonate of lime, and spots of ore. I would recommend to extend a little more north, in order to reach the north or footwall, where good results may be attained.

ROCHE CONSOLS.—T. Parkyn, April 5: The engineers are bringing in their chains and blocks, and fixing their gear, and will at once commence to heave in the engine. The time will be lost in this, as several men will be employed in the work. All the foundations for the boiler-house will be taken out this week, when the masons will commence building the boiler-house. The carpenters are busy in making the woodwork of the stamps and windows, &c., of the engine-house. All the surface work is being pushed on, and we have very splendid warm weather, so that we can do a great deal of work now. We are slaking the engine-shaft, and shall be down to water by the time the engine and stamps are set to work, so that we shall have a full supply of water for dressing, &c.

ROMAN GRAVELS.—A. Waters, April 6: The engine-shaft is down 16 fms. 3 feet below the 50, and the men will proceed with preparations for fixing pumps, casing and dividing, to bring down machine kibble, and driving the 95 fm. level cross-cut, east and west to Roman and sawpit veins. We have something about the rich Roman lode, but the sawpit vein is untried under the ancient workings below adit, consequently, cutting it at the bottom of the mine in the north end of the bearing ground may be watched with some interest by the shareholders. The 80 fm. level cross-cut, north of shaft, is not yet into Roman vein. The 80 fm. is without material change to notice, still yielding orestuff of a kindly character. The cross-cut out of this level, going east to cut Ridge's lode, makes fair progress. The same may be said of the cross-cut going west to intersect Roman vein; at this point we are constantly meeting with strings of lead and carbonate of lime, which indicate, we think, the finding of a run of ore when the big vein is reached. The stopes in back of the 65, north on Ridge's lode, are yielding 1*t*. to 2 tons of lead ore per fathom. The 65 is driven north of No. 2 cross-cut, on Roman lode 10 fathoms, the ore course in the present end is 5 feet wide, worth 10 tons of lead ore per fathom, and seems to be getting richer as we go north towards the engine-shaft; you are aware that the distance from said end to the shaft cross-cut, is now 40 fathoms, and whole ground throughout. Seeing how rich the lode is in said direction, the 80 cross-cut, previously driven, is likely to open our eyes to the value and extent of this great deposit of lead. The lode in No. 1 winze, below the 65, is 5 feet wide, worth quite 10 tons per fm. 20 fm., 17 fathoms south of No. 1, is also in a lode worth 10 tons per fathom. The 65 south is with material change to notice, still yielding orestuff of a kindly character. The cross-cut out of this level, going east to cut Ridge's lode, makes fair progress. The same may be said of the cross-cut going west to intersect Roman vein; at this point we are constantly meeting with strings of lead and carbonate of lime, which indicate, we think, the finding of a run of ore when the big vein is reached. The stopes in back of the 65, north on Ridge's lode, are yielding 1*t*. to 2 tons of lead ore per fathom. The 65 is driven north of No. 2 cross-cut, on Roman lode 10 fathoms, the ore course in the present end is 5 feet wide, worth 10 tons of lead ore per fathom, and seems to be getting richer as we go north towards the engine-shaft; you are aware that the distance from said end to the shaft cross-cut, is now 40 fathoms, and whole ground throughout. Seeing how rich the lode is in said direction, the 80 cross-cut, previously driven, is likely to open our eyes to the value and extent of this great deposit of lead. The lode in No. 1 winze, below the 65, is 5 feet wide, worth quite 10 tons per fm. 20 fm., 17 fathoms south of No. 1, is also in a lode worth 10 tons per fathom. The 65 south is with material change to notice, still yielding orestuff of a kindly character. The cross-cut out of this level, going east to cut Ridge's lode, makes fair progress. The same may be said of the cross-cut going west to intersect Roman vein; at this point we are constantly meeting with strings of lead and carbonate of lime, which indicate, we think, the finding of a run of ore when the big vein is reached. The stopes in back of the 65, north on Ridge's lode, are yielding 1*t*. to 2 tons of lead ore per fathom. The 65 is driven north of No. 2 cross-cut, on Roman lode 10 fathoms, the ore course in the present end is 5 feet wide, worth 10 tons of lead ore per fathom, and seems to be getting richer as we go north towards the engine-shaft; you are aware that the distance from said end to the shaft cross-cut, is now 40 fathoms, and whole ground throughout. Seeing how rich the lode is in said direction, the 80 cross-cut, previously driven, is likely to open our eyes to the value and extent of this great deposit of lead. The lode in No. 1 winze, below the 65, is 5 feet wide, worth quite 10 tons per fm. 20 fm., 17 fathoms south of No. 1, is also in a lode worth 10 tons per fathom. The 65 south is with material change to notice, still yielding orestuff of a kindly character. The cross-cut out of this level, going east to cut Ridge's lode, makes fair progress. The same may be said of the cross-cut going west to intersect Roman vein; at this point we are constantly meeting with strings of lead and carbonate of lime, which indicate, we think, the finding of a run of ore when the big vein is reached. The stopes in back of the 65, north on Ridge's lode, are yielding 1*t*. to 2 tons of lead ore per fathom. The 65 is driven north of No. 2 cross-cut, on Roman lode 10 fathoms, the ore course in the present end is 5 feet wide, worth 10 tons of lead ore per fathom, and seems to be getting richer as we go north towards the engine-shaft; you are aware that the distance from said end to the shaft cross-cut, is now 40 fathoms, and whole ground throughout. Seeing how rich the lode is in said direction, the 80 cross-cut, previously driven, is likely to open our eyes to the value and extent of this great deposit of lead. The lode in No. 1 winze, below the 65, is 5 feet wide, worth quite 10 tons per fm. 20 fm., 17 fathoms south of No. 1, is also in a lode worth 10 tons per fathom. The 65 south is with material change to notice, still yielding orestuff of a kindly character. The cross-cut out of this level, going east to cut Ridge's lode, makes fair progress. The same may be said of the cross-cut going west to intersect Roman vein; at this point we are constantly meeting with strings of lead and carbonate of lime, which indicate, we think, the finding of a run of ore when the big vein is reached. The stopes in back of the 65, north on Ridge's lode, are yielding 1*t*. to 2 tons of lead ore per fathom. The 65 is driven north of No. 2 cross-cut, on Roman lode 10 fathoms, the ore course in the present end is 5 feet wide, worth 10 tons of lead ore per fathom, and seems to be getting richer as we go north towards the engine-shaft; you are aware that the distance from said end to the shaft cross-cut, is now 40 fathoms, and whole ground throughout. Seeing how rich the lode is in said direction, the 80 cross-cut, previously driven, is likely to open our eyes to the value and extent of this great deposit of lead. The lode in No. 1 winze, below the 65, is 5 feet wide, worth quite 10 tons per fm. 20 fm., 17 fathoms south of No. 1, is also in a lode worth 10 tons per fathom. The 65 south is with material change to notice, still yielding orestuff of a kindly character. The cross-cut out of this level, going east to cut Ridge's lode, makes fair progress. The same may be said of the cross-cut going west to intersect Roman vein; at this point we are constantly meeting with strings of lead and carbonate of lime, which indicate, we think, the finding of a run of ore when the big vein is reached. The stopes in back of the 65, north on Ridge's lode, are yielding 1*t*. to 2 tons of lead ore per fathom. The 65 is driven north of No. 2 cross-cut, on Roman lode 10 fathoms, the ore course in the present end is 5 feet wide, worth 10 tons of lead ore per fathom, and seems to be getting richer as we go north towards the engine-shaft; you are aware that the distance from said end to the shaft cross-cut, is now 40 fathoms, and whole ground throughout. Seeing how rich the lode is in said direction, the 80 cross-cut, previously driven, is likely to open our eyes to the value and extent of this great deposit of lead. The lode in No. 1 winze, below the 65, is 5 feet wide, worth quite 10 tons per fm. 20 fm., 17 fathoms south of No. 1, is also in a lode worth 10 tons per fathom. The 65 south is with material change to notice, still yielding orestuff of a kindly character. The cross-cut out of this level, going east to cut Ridge's lode, makes fair progress. The same may be said of the cross-cut going west to intersect Roman vein; at this point we are constantly meeting with strings of lead and carbonate of lime, which indicate, we think, the finding of a run of ore when the big vein is reached. The stopes in back of the 65, north on Ridge's lode, are yielding 1*t*. to 2 tons of lead ore per fathom. The 65 is driven north of No. 2 cross-cut, on Roman lode 10 fathoms, the ore course in the present end is 5 feet wide, worth 10 tons of lead ore per fathom, and seems to be getting richer as we go north towards the engine-shaft; you are aware that the distance from said end to the shaft cross-cut, is now 40 fathoms, and whole ground throughout. Seeing how rich the lode is in said direction, the 80 cross-cut, previously driven, is likely to open our eyes to the value and extent of this great deposit of lead. The lode in No. 1 winze, below the 65, is 5 feet wide, worth quite 10 tons per fm. 20 fm., 17 fathoms south of No. 1, is also in a lode worth 10 tons per fathom. The 65 south is with material change to notice, still yielding orestuff of a kindly character. The cross-cut out of this level, going east to cut Ridge's lode, makes fair progress. The same may be said of the cross-cut going west to intersect Roman vein; at this point we are constantly meeting with strings of lead and carbonate of lime, which indicate, we think, the finding of a run of ore when the big vein is reached. The stopes in back of the 65, north on Ridge's lode, are yielding 1*t*. to 2 tons of lead ore per fathom. The 65 is driven north of No. 2 cross-cut, on Roman lode 10 fathoms, the ore course in the present end is 5 feet wide, worth 10 tons of lead ore per fathom, and seems to be getting richer as we go north towards the engine-shaft; you are aware that the distance from said end to the shaft cross-cut, is now 40 fathoms, and whole ground throughout. Seeing how rich the lode is in said direction, the 80 cross-cut, previously driven, is likely to open our eyes to the value and extent of this great deposit of lead. The lode in No. 1 winze, below the 65, is 5 feet wide, worth quite 10 tons per fm. 20 fm., 17 fathoms south of No. 1, is also in a lode worth 10 tons per fathom. The 65 south is with material change to notice, still yielding orestuff of a kindly character. The cross-cut out of this level, going east to cut Ridge's lode, makes fair progress. The same may be said of the cross-cut going west to intersect Roman vein; at this point we are constantly meeting with strings of lead and carbonate of lime, which indicate, we think, the finding of a run of ore when the big vein is reached. The stopes in back of the 65, north on Ridge's lode, are yielding 1*t*. to 2 tons of lead ore per fathom. The 65 is driven north of No. 2 cross-cut, on Roman lode 10 fathoms, the ore course in the present end is 5 feet wide, worth 10 tons of lead ore per fathom, and seems to be getting richer as we go north towards the engine-shaft; you are aware that the distance from said end to the shaft cross-cut, is now 40 fathoms, and whole ground throughout. Seeing how rich the lode is in said direction, the 80 cross-cut, previously driven, is likely to open our eyes to the value and extent of this great deposit of lead. The lode in No. 1 winze, below the 65, is 5 feet wide, worth quite 10 tons per fm. 20 fm., 17 fathoms south of No. 1, is also in a lode worth 10 tons per fathom. The 65 south is with material change to notice, still yielding orestuff of a kindly character. The cross-cut out of this level, going east to cut Ridge's lode, makes fair progress. The same may be said of the cross-cut going west to intersect Roman vein; at this point we are constantly meeting with strings of lead and carbonate of lime, which indicate, we think, the finding of a run of ore when the big vein is reached. The stopes in back of the 65, north on Ridge's lode, are yielding 1*t*. to 2 tons of lead ore per fathom. The 65 is driven north of No. 2 cross-cut, on Roman lode 10 fathoms, the ore course in the present end is 5 feet wide, worth 10 tons of lead ore per fathom, and seems to be getting richer as we go north towards the engine-shaft; you are aware that the distance from said end to the shaft cross-cut, is now 40 fathoms, and whole ground throughout. Seeing how rich the lode is in said direction, the 80 cross-cut, previously driven, is likely to open our eyes to the value and extent of this great deposit of lead. The lode in No. 1 winze, below the 65, is 5 feet wide, worth quite 10 tons per fm. 20 fm., 17 fathoms south of No. 1, is also in a lode worth 10 tons per fathom. The 65 south is with material change to notice, still yielding orestuff of a kindly character. The cross-cut out of this level, going east to cut Ridge's lode, makes fair progress. The same may be said of the cross-cut going west to intersect Roman vein; at this point we are constantly meeting with strings of lead and carbonate of lime, which indicate, we think, the finding of a run of ore when the big vein is reached. The stopes in back of the 65, north on Ridge's lode, are yielding 1*t*. to

singular and abstracted cases; the reader, however, is released from all difficulty that might arise from this cause, by an admirable selection of mines, which of course are those which are not beyond the pale of the writer's arguments, which will, therefore, provide the introduction is well studied, give to the investor no anxiety. While by fortune or otherwise, it is not safe to say, but certainly, accepting the brief review contained in the preface to the third edition, there can be no doubt the results of the past three months have fully justified any egotistical remarks the author may have made on his own knowledge and experience. The pamphlet, at any rate, is worth reading if only for the general advice contained therein; and if happy results from the past are good omens for success in the future, worse may be done than to give serious attention to the recommendations which accompany it.

EBERHARDT AND AURORA.—The details of the extraordinary general meeting are reported in another column. Information has been received that the International Mill and wire-way will be running on Monday, and that there are nearly 3000 tons of silver ore at the surface ready to be treated. The three months running of the small Oasis (10-stamp) mill upon ore from the Ward Beecher Mine yielded a profit of nearly 15,000/-—in other words, its revenue in two months paid the whole of its purchase cost (10,000/-), and left 5000/- to the credit. Irrespective of the profits to be derived from the International Mill, which is provided with 60-stamps, the results at present being realised from the small mill alone are equal to a return of 30 per cent. upon the whole capital of the company. Hitherto ore has been taken from the bottom only of Ward Beecher, and it is stated that the mine contains an inexhaustible supply of ore. Eberhardt and Aurora continue to open up most satisfactorily.

WHEAL BURROW AND BUTSON CONSOLIDATED MINING COMPANY are progressing with the placing of the A shares, and it is anticipated that the executive will soon be in a position to fix a day for the closing of the list of applications for shares. Full confidence is felt in the prospects of the undertaking, the prospectus of which will be found in another column.

PERRAN WHEAL VVYVYAN.—Operations will be at once commenced on two of the lodes, Nos. 1 and 3, which are highly spoken of in the reports of Mr. Josiah H. Hitchins, of Devon Great Consols, and several others of reliable mining judgment. Although so lately introduced to the public (little more than a week), a large proportion of the shares have been already applied for. The confidence shown by the vendors in accepting shares for their outlay, in bringing the mine to its present position has been evidently well received by the public, and deservedly so. The rich ore broken from the No. 3 or West Chiverton lode, at the adit level, holds out the strongest promise that this mine will be a profitable one upon a comparatively small expenditure.

GREAT WHEAL VOR.—The lode in Edward's shaft is a little disordered, and not quite so well defined as it has been, and is evidently approaching the slide; when last taken down it produced 2 cwt. of tin to the ton of stuff, showing that the lode (though still a good one) has some what diminished in value, but there is no doubt that when this slide is passed through the lode will again improve, which the actual practical results show in the excavations from Metal shaft to west of Ivey's shaft; and on examination of the section with past reports, all the richest portions of this lode have been found below this slide. The agents, therefore, attack very little consequence to any immediate falling off in the value of the lode at Edward's shaft, as the winze sinking below the 162, and 10 fms. east of it, which was also disordered in passing through this slide, is now improving considerably, and worth 120/- per fathom. The small amount of work yet unfinished in Ivey's shaft is progressing satisfactorily, and the water now down to the deeper levels.

CWM VIRON.—All the first issue of 9000 shares have been allotted. Instructions have been given to sink the shaft, and to drive the 24 and 36 fm. levels with all speed. With such a lode large profits are confidently anticipated at an early date.

GREAT SNAEFELL.—The lode in the 60 was cut a few days since, and should it open out as rich as it has done in the 40 the successful future of the mine is assured. Shares have changed hands during the week at 2/- to 1 prem.

NEW GREAT CONSOLS.—This property is still improving, and the sales increasing. There can be no question of the value of the mines, and great credit is due to the executive for the rapidity with which the works have been executed. The sales of tin and arsenic are increasing monthly, and as soon as the stamping power is completed to 64 heads the monthly returns will be considerably augmented. The lode is proving of very great value, and it is understood a most careful report on the property will be shortly made by two of the leading authorities in the country. The great size of the lode, and the necessity for cutting into it at various points, has prevented this being done before; but preparations are being actively made for a thorough investigation into its value. Mr. Phillips is shortly about to establish another most promising mine, from which great results are anticipated at an early date.

GREAT ROYALTON has much improved of late. The cross-cutting to the north and south lodes will soon be completed, when the engine-shaft will at once be sunk 10 fms. deeper (i.e., to the 32), and large quantities of tin ground opened up. The 32 heads of stamp are fully employed, and an improved batch of tin is anticipated for the month. Altogether the prospects are most cheering, and the mine is reported "never to have looked better."

GREEN HURTH.—We are glad to see a sale of ore announced from this mine so soon after the severe winter, and to hear that more sales will speedily follow. About ten days ago a solid piece of lead ore was broken from the vein (going south into whole ground) 2 ft. 6 in. long, 1 ft. 9 in. wide, and 9 in. in thickness; computed weight nearly half a ton. The rib of ore this was broken from continues on an average 6 in. wide—the height of the level.

ROCHE CONSOLS.—The works are progressing fast here, the engineers having commenced to heave the engine into the house, which is completed and roofed in. The dressing-floors are in a forward state, and the stamp-work is now being delivered. The starting of this mine is being looked forward to with great interest, as high opinions are held of its capabilities of production, and the property possesses some unique features, which are considered to add greatly to its value.

HARMONY AND MONTAGUE.—The report from these mines must certainly be sufficient to satisfy the most sceptical. The application of stamping power has of late had great attention, and many improvements have been made. At the Terras Mines the most recent inventions are about to be introduced; and we think the Harmony and Montague proprietors are acting judiciously in not deciding on the system they will adopt until actual proof be afforded of the practical utility of the reported improvements.

SOMETHING LIKE A GOLD MINE.—By an advertisement which appears in our present Journal, it seems that an opportunity offers for buying a few shares in one of the richest gold mines ever opened up on the Thames River. The returns for January reached 1851 ozs. of gold, from the reduction of 392 tons only. The adjoining mine, which has just begun to crush, from 1 ton of picked quartz obtained 2000 ozs. of gold, also in January. This news only reached us by the mail which arrived a day or two ago, via San Francisco.

MINING NOTABILIA.

[EXTRACTS FROM OUR MINING CORRESPONDENCE.]

GREAT WHEAL VOR.—Too much praise cannot be given to one and all for the manner in which the arduous task of clearing up the debris of the disastrous run of ground has been carried out. The damage done by the accident might have been much worse. Everything has been done to guard against such a future contingency. The discovery at Edward's shaft must be most gratifying to those gentlemen of the committee who so many years ago pointed to the western ground as the spot where the riches of the mine lay. A very little time now will establish this fact, as from every indication there is everything to lead to the belief that they are upon a deposit of tin such as had not been seen in Cornwall for many years. Were this a market mine we should hear more about it; but a little time will suffice to create a sensation in the few shares floating about.

THE LOVELL.—This mine, which adjoins East Wheal Lovell and New Lovell, has been quietly progressing, and although they have not been at work more than about 15 months they have cut a lode in the shaft worth 20/- per fathom, and which induces a conviction, by its improving character, that the Lovell will soon take a position second to none in this rich district.

ROSE AND CHIVERTON.—The ground in the shaft is highly mineralised, with spots of lead in it; this speaks well for the lode, which will be cut at about the 45. There is a fine chance here. Other parts of the mine are looking better.

NEW WHEAL KINGSTON.—This property, situated in the run of the rich silver-lead and copper lodes near to Callington, which has been worked privately for some time, is now showing marked signs of improvement in the adit and shaft. One of the lodes intersected in the adit, after careful assay, was found to contain over 40 ozs. of silver to the ton of ore, besides a large quantity of lead. The present proprietors are sinking the shaft with all speed, in order to see the lodes at a greater depth, where, judging from the opinions expressed by many disinterested but practical men, they should not well fail to open up a rich and paying property.

WHEAL ARTHUR (Calstock).—The first public general meeting of the adventurers in this company was held on the mine on March 25, when the profits on the four months were shown to be 612, 17s. 6d., and a dividend of 1s. per share was declared. This old mine, once so rich for copper, is now re-opened, and is being worked for tin. A large amount of good tin ground is already laid open, and further discoveries in depth hold out strong prospects of permanency. The shaft sinking is all done for 60 fms. under adit, which is 50 fms. under surface; and as the tin ground holds throughout, it is plain that good profits can hardly fail to be made, as so little dead work is necessary. This will be one of the prizes of 1871.

BRYNAMBOR.—The mine reports continue good. It will be seen that Captain Sparge has got the drawing machinery complete, and is now hauling lead ore to surface. The important cross-cut north in the lower level has not yet reached the wall of the lode, and is still producing ore. Pumps are on the mine to carry the shaft down another 10 fms., and looking at the good results from so many points at a comparatively shallow depth, and the ease with which sinking can be continued, it seems really probable that the prediction of the late Capt. Francis will be realised, that the Brynambor will be one of the greatest and best mines of the day.

* * * With this week's Journal a SUPPLEMENTAL SHEET is given, which contains—Original Correspondence: Collieries in North Durham, their Workings and Machinery, No. XV.; Birmingham and the Black Country, No. XI.; Colliery Explosions; Colliery Accidents, and Coal-Cutting Machinery (J. Rothery); Rating, Taxing, Levying; Mining and Patent Laws of England and Germany; Advantages of Mining Enterprise (J. B. Reynolds); Van Mine, and its Shares; Pen'Allt Mining Company; Anglo-Brazilian and Rossa Grande Gold Mines—Meeting of the Iron and Steel Institute—American Mining News—Mining in Canada—Foreign Mining and Metallurgy—Foreign Mines Reports, &c.

The Mining Market; Prices of Metals, Ores, &c.

METAL MARKET—LONDON, APRIL 6, 1871.

COPPER.	£ s. d.	£ s. d.
Best selected, per ton	74	0 0
Tough cake and tile	72	0 0
Sheathing & sheets	75	0 0
Bolts	77	0 0
Bottoms	80	0 0
Old	65	0 0
Burra Burra	74	0 0
Wire, per lb.	0	10 10 1/2
Tubes	0	10 1/2 10 1/2
BRASS.	Per lb.	
Sheets	83 1/2	9 1/2
Wire	83 1/2	8 1/2
Tubes	9 1/2	10 1/2
Yellow Metal Sheathing	6 1/2	7 1/2
Sheets	6 1/2	6 1/2
SPelter.	Per ton.	
TIN.	Per ton.	
Foreign on the spot £18	5	0 18 10
" to arrive "	18	5 0 18 7 6
ZINC.	Per ton.	
IN SHEETS	£23	10 0 24 0
QUICKSILVER (p.bot.)	£11	0 0
TIN-PLATES.*	Per box.	
IRON.	Per ton.	
Bars Welsh, in London	7	5 0
Ditto, to arrive	7	2 6 7 5
Nail rods	7	5 0 7 15
" Staff'd, in London	7	7 6 8 0
Bars	8	0 0 8 2 6
Hoops	8	15 0 9 5
Bars	7	15 0 8 0
Hoops	8	2 6 8 5
Sheets, single	9	10 0 11 0
Pig No. 1, in Wales	3	15 0 4 5
Refined metal, ditto	4	0 0 5 6
Bars, common ditto	6	10 0
Do. mchrc. Tynor Tees	6	10 0
Do., railway, in Wales	6	10 0 6 15
Do., Swed. in London	None.	
To arrive	10	2 10 5 0
Pig No. 1, in Clyde	2	15 0 3 2
Do. f.o.b. Tynor Tees	2	9 6
Do. 3, 4, t.o.b. do.	2	6 2 7 0
Railway chairs	5	17 0 6 0
" spikes	11	0 0 12 0
STEEL.	Per ton.	
Swed., in kergs (rolled)	12	10 0 13 0
(hammered)	13	0 0 14 0
Ditto, in faggots	15	0 0
English, spring	17	0 0 23 0
LEAD.	Per ton.	
English Pig, com.	18	7 0 10 0
Ditto, LB	18	10 0 18 15
Ditto, WB	19	10 0 15 0
Ditto, sheet	19	0 0
Do. Coke	20	10 0
Ditto, white	28	0 0 30 0
Ditto, patent shot	20	10 0
Spanish	18	0 0

* At the works, 18, to 18, 6d. per box less.

Tin-plates 2s. per box below tin-plates of similar brand.

REMARKS.—Nothing has transpired during the week from any quarter materially to alter the position of the Metal Markets. The arts of war and peace cannot flourish simultaneously; and until the continental question, which seems to be becoming gradually contracted within narrower limits, is finally settled, it is hardy to be expected that any decided impulse will be given to trade. In the meantime it is a matter of congratulation that, notwithstanding the obstacles which hinder progress, the market remains almost unaffected as regards quotations—and the soundness of every branch of the trade is unquestioned. It is to be hoped that after the Easter holidays, about which time a dislocation to transact much business generally manifests itself, there may be a turn in the tide of affairs at Paris. Every day's delay in the settlement of the difficulty tends to cripple the national resources, and still further to retard the return to commercial activity and prosperity. The trade of the last quarter has been satisfactory on the whole, and more particularly so when considering that Europe had not emerged from the disastrous consequences of war. In looking forward to the ensuing quarter it seems but reasonable to expect, upon the settlement of the French question, at least as large a share of commercial prosperity as was experienced in that just closed. Indeed a future of yet greater extension of commerce may be fairly anticipated.

COPPER.—The week's transactions show but little variation. The demand is quiet, as it has been since the announcement of the Parisian disturbances, but no signs of weakness are apparent. Holders are not anxious to press sales at reduced quotations, although in a few instances a slight concession, to meet the altered state of the market, has been submitted to. The existing quietness is simply to be accounted for by the unsettled state of the public mind with regard to French affairs. Other features may be viewed as favourable, particularly the continued short supply from Chili, and the firmness of the Valparaiso market. Should the charters prove of a similar character in time to come as in time past, by the end of the year a very material rise in the value of this metal will be effected. Chilians, 64t. to 65t.; ores, 13t. to 13 1/2s.; Wallaroo, 73t. 10s.; Burra, 74t.

IRON.—The report of the iron trade from Middlesborough continues satisfactory, and further improvement is anticipated. Continental affairs have circumscribed business within narrow limits, but prices have not only remained unaltered, but there is no disposition on the part of sellers to give way. No. 1 pigs are quoted 50s. 6d. to 51s.; No. 3, 47s.; No. 4, 46s., net cash. German orders are in the market, and shipments to Hamburg and other German ports are on the increase. The prospects of this branch of the trade being good, new furnaces are being brought into play, two of which are turning out about 800 tons of pig-iron weekly. Makers of the various descriptions of finished iron turned out in these districts are well employed. In rails there is very marked improvement, and in all kinds of iron used in shipbuilding there is a large trade done. The imports from South Wales, which for so long a period have been of a somewhat disengaging character, are beginning to improve. Owing to the quietness which had prevailed in this district for the last three months, it was thought not impossible that the ironmasters at their Preliminary Quarterly Meeting, which was held the other day, would reduce their quotations, but in view of the prospects presented for the future it was ruled that there should be no changes. Large orders are looked for from various quarters. Russia is in the market for railway bars in considerable quantities. Continental orders will be up to the average, if not in excess, provided only that peace is maintained; and the United States are large buyers, notwithstanding that considerable shipments have gone forward already. The superiority of steel rails is now so thoroughly appreciated, and the price moderate, that a large business may be looked for in the Welsh districts in this variety, inasmuch as suitable material for the manufacture of the same is to be found in the sphene ore, which abounds in certain localities, and arrangements have already been made to utilise the ore in the fabrication of steel rails. Scotch pig has not been fired during the week. The variations in price have been from 54s. 9d. to 54s. 4d., within which quotations a fair amount of business has been transacted. A rather better feeling is now apparent in the market, buyers offering 54s. 4d./d. cash, and 54s. 7d./d. one month. The shipments are good, and the enquiry from America is exceptionally good. This report is up to the 4th inst. Owing to the Easter holidays the iron market was closed on Thursday and Friday. The shipments to the week ending on March 31, 1871, were 19,081 tons, against 19,011 tons on April 1, 1871; decrease, 70 tons. Swedish iron is quiet at the moment, and quotations unchanged.

LEAD.—A considerable business having been concluded at some what enhanced prices, it is not surprising that the market for pig-lead should be rather less active than it has been. No change of any importance in quotations has been announced.

TIN.—The deliveries of foreign tin out of stock in London during March have been exceedingly good, and the arrivals since that date have been very small. In all probability, by the end of this month a considerable reduction will be perceived in the stock in London as the consumption, no doubt, will be in excess of the importations. Transactions are reported in spot parcels of Banca at 130s., and Straits 124t. to 129t. 10s., and for arrival 128s. 10s. Orders have not been given out freely. The market is in such a sensitive condition that the least improvement in the demand would sensibly affect prices. English is quoted about 17 to 24, higher than was accepted previous to the taking place of the Dutch sale.

COPPER.—Messrs. J. Pitcairn Campbell and Co. (Liverpool)—Business transacted during the fortnight comprises on the spot here 247 tons bars at 64t. to 66s. per ton, 88 tons ingots at 70t. to 72t. 10s. per ton, 149 tons regulus at 13s. 6d., and 100 tons Barilla at 11s. 6d. per ton. To arrive here, 375 tons bars at 64t. 15s., to 65t. per ton. At Swansea a cargo of argentiferous regulus on private terms, and 25 tons J. Edwards bars, to arrive there, at 65t. 10s. per ton. Arrivals here during the fortnight of West Coast, S.A., produce:—Nemes, from Valparaiso, with 300 tons bars and 80 tons Barilla; Araucana, from Valparaiso, with 200 tons bars, 220 tons ingots, and 20 tons Barilla. At Swansea—Edeline, from Carrizal, with 197 tons regulus; San Antonio, from Taital, with 287 tons ores and 363 tons regulus; Esmelina, from Carrizal, with 720 tons regulus. Stocks of copper (Chilian and Bolivian) in first and second hands likely to be available are:

Ores.	Regulus.	Bars.	Ingots.	Barilla.	
Liverpool	192s.	2770	10,250	1430	630
Swansea	3493	6522	4,197	279	242
Total	5416	9292	14,447	1709	872

Representing about 22,000 tons fine copper, against 16,700 tons fine copper March 31, 1870; 10,450 tons March 31, 1869; 7800 tons March 31, 1868.

Messrs. James and Shakespeare—About 1000 tons of ore and regulus, and 100 tons barilla, have been purchased by the Swansea smelters at 13s. and 14s. 6d. per unit respectively. In bars we have not many transactions to note; buyers have, as a rule, only taken such lots as were required to supply pressing wants, and the values of the various brands have differed fully 10s. per ton, according to whether they were being pressed for sale, or parted with.

to supply an order. Late on Thursday last 100 tons mixed brands were sold at 64t., shortly afterwards 65t. 10s. was paid for the favourite mark, J. Edwards,

This day, strongly bound, cloth boards, with numerous diagrams, 12mo., 3s. 6d., postage 3d.,

IRON AND HEAT: exhibiting in simple form the Principles concerned in the Construction of Iron Beams, Pillars, and Bridge, Girders, and the Action of Heat in the Smelting Furnace.

By JAMES ARMOUR, C.E.

LOCKWOOD AND CO., 7, Stationers' Hall-court, E.C.

TECHNICAL AND GENERAL EDUCATION.

WEALE'S SERIES OF RUDIMENTARY, SCIENTIFIC, EDUCATIONAL, AND CLASSICAL WORKS, at prices from 1s. to 5s. These popular series of books, now comprising upwards of 250 distinct works in almost every department of Science, Art, and Education, are recommended to Engineers, Architects, Builders, Artisans, and Students generally, and as suited for Workmen's Libraries, Literary and Scientific Institutions, Schools, Science Classes, &c. Lists, including numerous new volumes in preparation, on application to the publishers, LOCKWOOD AND CO., 7, Stationers' Hall-court, E.C.

Just published, price 1s., postage free 1s. 1d.

GASES AND MINING.—A LECTURE, by JAMES P. BAKER, Esq., Her Majesty's Inspector of Mines for South Staffordshire, delivered before the South Midland Institute of Mining, Civil, and Mechanical Engineers. Post free, 1s. 1d.

Wolverhampton : Printed and published by BARFORD AND NEWITT, 35, Queen-street.

WHITTAKER and Co., London.

NOTICES TO CORRESPONDENTS.

* * * Much inconvenience having arisen in consequence of several of the Numbers during the past year being out of print, we recommend that the Journal should be filed on receipt; it then forms an accumulating useful work of reference.

CRUSHING MACHINES.—In the Supplement to last week's Journal there is a letter signed by Mr. E. G. Spilsbury, of New York, in which mention is made of the Dodge Crushing Machine and some Prussian Crushers. If any of your correspondents can inform us where these machines are made, or particulars respecting them can be obtained, we shall be much obliged.—R. J.

Can any reader inform me what the price per ton or otherwise of "Pyrolusite" is; whether it is unadulterated peroxide of manganese, or, if not, what are the other substances combined with it; and where the principal supply of this mineral is got from?—MANGANESE.

GUN-COTTON.—Will some correspondent state the addresses of makers of Gun-Cotton either in this or other countries?—J. S.

DYNAMITE—“M. and P.”—Every information concerning Dynamite and the necessary caps and fuses to be used with it can be obtained of Messrs. O. Webb and Co., of Carcaron.

BARYTES.—Will any correspondent inform me where there is a market for barytes?—J. A.

VIRTUOUS LADY.—“An Intending Shareholder” can obtain the information he requires on application to Mr. Barnard, at the offices of the company.

Received.—“H. C.” (New York)—“T. S.” (Nottingham)—“G. T.” (Houghton-le-Spring)—“One of the Oldest Shareholders in South Conduor Mine.”—“G.” (Newark)—“A Shareholder in North Trehurget”—“D. J.” (Shrewsbury)—“R. Knapp (Nevada)—“E. G. Spilsbury (New York)—“W. Hoskin (Sweden)—“Wm. Earl (Beckenham)—“J. R. N.”—“T. P.”—“A. R.”

THE MINING JOURNAL,
Railway and Commercial Gazette.

LONDON, APRIL 8, 1871.

STANDARD RAILS—IRON AND STEEL.

Through the extension of commercial intercourse the necessity of uniform standards of weights and measures daily becomes more generally recognised, and it is to the facility which it offers for the extension of commercial intercourse that the high appreciation and ready adoption in engineering establishments of the system of standard gauges proposed and introduced by SIR JOSEPH WHITWORTH may be attributed. An equally important proposition has now been made by Mr. HENRY BESSEMER in his inaugural address as President of the Iron and Steel Institute, and as its adoption will prove of great economic value, not only to the iron trade, but to purchasers in all countries, it may be hoped that it will meet with an equally favourable reception. If he succeed, and we doubt not that he will do so, in securing the general recognition of the principle of using only standard rails, he will have conferred an inestimable boon upon a most important trade, and upon the supporters of it, and will have obtained for the Iron and Steel Institute of Great Britain an historical name throughout all civilised countries.

Referring to the manufacturing standards that have already been adopted, Mr. BESSEMER very truly stated that we owe to Sir JOSEPH WHITWORTH's standard gauges that great advantage derived by the manufacturer and user of machinery in which those accurate and definite sizes of parts have been introduced, and all will acknowledge the accuracy of his observation that, perhaps, the most marked application of the employment of standard screw threads—in the manufacture of welded iron gas pipes—is so familiar to us that the amount of advantage derived from it is rarely appreciated to its full extent. The obvious advantages of the system result in the continual extension of the principle even to an entire mechanical structure, as in gun-making, where every part is made to a standard pattern, so that the possession of a few duplicate parts will enable a broken or otherwise useless rifle to be perfectly restored in a few minutes, at a cost immeasurably below that which would have been required to make a single part to order. And it must be borne in mind, he continues, that this system of standard sizes not only affords great advantages to the general public, but it lessens the cost of production by admitting of the employment of special tools and appliances for the production of these numerous pieces which could not be employed in the chaotic state reigning in our manufactures before these principles were applied.

Great, however, as is the advantage of a uniform screw thread in general machinery, and of uniformity in the parts of a rifle, there would be even greater advantage in the general adoption of standard rails, because the use of rails is happily far more common than that of rifles, whilst the cost of making rails is so great that unless a large order for a particular section can be secured, manufacturers frequently find it more advantageous not to tender at all than to attempt to compete with those who have rolls of the required section. The result to the purchaser is obvious; he is confined to a limited market, and compelled to pay the higher price due to the absence of competition in consequence. But if all manufacturers had equal facilities for supplying a purchaser's requirements, as they certainly would have were standard patterns of rails generally adopted, every purchaser would be enabled exactly to suit himself, both as to quality and as to price; he will merely determine what particular brands, obtainable at the highest price he is disposed to pay, will best suit the purpose for which the rails are to be used, and ask for and accept the tenders accordingly. The rails of various makers could, moreover, be used without inconvenience in carrying out a single contract, and thus, especially in the case of foreign countries, communication with which is practicable at minimum freights at certain seasons only, railways could be more economically constructed, and could, therefore, be made more remunerative to those supplying the capital to make them.

That we know pretty accurately what is the general average traffic on a line, and what is the weight of engine in use, is acknowledged; and as Mr. BESSEMER states, the work which a rail has to perform is so perfectly simple, and so clearly defined, that there cannot at the present day be any difficulty in establishing a standard rail, suitable for all purposes. But it is obvious that in determining of what section this standard rail shall be the merits of, and objections to, every particular design must be well studied and discussed before a final conclusion is arrived at; and it is by exerting itself to find the best standard, that the Iron and Steel Institute can readily demonstrate its usefulness. It is probable that neither the double-headed nor the Vignoles section will prove the most desirable for a standard, especially as steel rails seem destined to replace iron ones to a much greater extent than hitherto. The standard rail must be one that can readily be made to work together of the three standard strengths,

whether rolled in iron or in steel, and must secure the maximum strength with the smallest weight of metal, and at the same time be free from complications of form, which add to the cost of manufacture or of laying. It is to decide upon such a rail that the Iron and Steel Institute are asked to devote themselves during Mr. BESSEMER's term of office, and none who have seen the energy and skill with which all matters hitherto taken up by it have been dealt with can doubt that the result will be satisfactory. As Great Britain is the market for rails, recognised by all countries, it will, perhaps, be well to invite delegations from the chief engineering societies in foreign countries to assist in the deliberations at the meetings of the Institute, and thus the way may be paved for obtaining the adoption of standard rails throughout the world, just as we may hope hereafter to enjoy identity of weights and measures in countries having commercial relations with each other.

THE MINES REGULATION BILL—THIN COAL MINES.

The Mines Regulation Bill, in its present shape, appears likely to affect most prejudicially the interests of the owners of Thin coal collieries in the West Riding of Yorkshire, as well as in other districts. It may be said that coal mines differ from each other in no greater or more essential point than that of thickness. The quality also differs very much, but the thinner a bed of coal is the richer it must be to make it worth the attention of the capitalist. Seams which are thin and poor in quality are not worth notice, whilst those which are still worse in quality, yet thicker, are often worked to a profit. They are distributed over certain districts, each vieing with the other for an existence in the shape of patronage from the general public. There are seams of coal in the North of England varying from 3 ft. (which is rather the exception) to 6 ft. Those in South Yorkshire, Derbyshire, Nottingham, and Staffordshire are generally much thicker, whilst those lying within a six miles radius of the towns of Halifax, Bradford, Leeds, Wakefield, and Huddersfield, in the West Riding of Yorkshire, and many of those in Lancashire, are beds of coal now being worked varying from 16 in., or perhaps less, to 2½ or 3 ft.

The thicker beds named are in essentially colliery districts, where it may be said coal is the staple product, and where large populations are collected together, whose one sole object is mining; whilst the thin beds are almost without exception in districts in which the mass of the population is devoted to manufacturing. All those mines compete with each other in the same markets, and it will be difficult to understand that a Thick bed can be produced at the pit's mouth at a much less cost per ton than a Thin bed, so that consequently when Thick coal is sold to the consumer at a price brought low by competition with its neighbours, the Thin coal must be sold at such price as to leave no profit at all. The Thick coal mines have another advantage over the Thin mines. They can command labour at a less price, and in the essentially Thick coal districts both men and lads must accept work in the mines, or not at all. In the manufacturing districts, however, where the Thin beds are situated, there is, of course, strong competition for labour, so that the owners of Thin coal mines are thus placed at a double disadvantage as compared with those working Thick beds. The Thick coal mines can be and are worked by men who, many of them, never entered a pit until they were upgrown, whilst for a man to be able to earn a livelihood in a Thin coal mine he must have been brought up to it in early life.

We have a Coal Commission, whose report may be expected to be given to the public shortly, who will tell us that the Thin coal mines of the kingdom bear no insignificant proportion to the whole, and that the working of them at the present time is of vast importance to the welfare and prosperity of the manufacturing districts, and perhaps not less to the kingdom generally, when it is recollect that the best iron used in the manufacture of guns and engines is due in a great measure to the coal obtained in those mines.

With such facts before us, taken in connection with the Mines Regulation Bill of 1871, prepared and modified by Mr. BRUCE and others, it may be far from uninteresting to notice how, in what manner, and to what extent the provisions of the Bill are likely to affect the interests of the two descriptions of mines we have endeavoured to describe. Clause 5 few will object to. But Clause 6 says—

“That no boy above the age of 10, and under the age of 13, shall be em

ployed in, or allowed to be for the purpose of employment in, any mine below

ground for more than three days in any one week, or for more than twelve hours in any one day, or otherwise than in accordance with the regulations hereinafter contained.”

Now, in a Thick coal mine the manager would prefer not to have a boy coming within the scope of that clause for any purpose whatever, and we believe there are many large collieries in the Thick seam districts where such a child could not be found. But there was a marked difference when they applied the same clause to a Thin coal mine. The different grades of workmen are colliers, hurriers, and pony drivers. In a Thin coal mine a youth becomes a collier very frequently by the time he is 15, 16, or 17 years of age; and as he advances in years he naturally looks for and obtains employment in the thickest bed his master may have at his disposal. Now, if they began to make a man of a boy of 15 or 16, which was not a question of pleasure, but of positive necessity, it necessarily followed that they must begin with a child at much earlier age in a Thin coal mine, in order to preserve the same proportion of youthful and adult labour as prevails in a Thick bed. It is a well-known fact, and one capable of easy proof, that the proportion of boys ranging between the ages of 10 and 16 years is at the present moment too small for the requirements of the men employed in Thin coal mines. If such, then, is the actual case, and of which there is not the slightest doubt, it may well be asked how Mr. BRUCE can expect such mines to be carried on at all when he limits the labour of boys between 10 and 13 to half time? If it meant anything, it meant a double supply of boys, which could not be obtained. It may be said that under the present Act the restriction is to 12 years of age, unless the lads can read and write. Well, it is admitted that that Act, for eighteen months or two years after it came into force, placed certain collieries, more particularly the Thin ones, in a very awkward position; but the result was that parents saw the necessity of at once sending any child they might have above 10 years of age to school, so that he might learn, and so comply with the requirements of the Act. Many colliery managers state that for some time after the passing of the Act children of little more (if any) than 10 years of age regularly presented themselves for employment, and in many instances it was no unusual thing for a boy asking for employment, on being asked how old he was, to reply, “Ten years, yesterday.”

There is another point of view in which the Bill of 1871 may be regarded. If its effects will be, as is believed, like applying the provisions of the Factory Act to mines, then the two cases are widely dissimilar. Factories employ female labour as a rule, whilst mines, very properly, are restricted to male labour. Few will contend that it is not right and proper to restrict female labour to 13 years of age. They simply assist their parents to provide support for the rest of the family from that time until they are, perhaps, 18 or 20 years of age, then they marry, and, probably, become mothers of families. Boys, on the other hand, have to learn an occupation which is to serve them for a livelihood as long as they live, and we all know he is generally the best man who is put to it early in life. Factories employ boys too, and thus drain away a certain proportion of those lads who would otherwise become miners.

Clause 7 says “No male young person above the age of 13, and under 16 years, shall be employed in, or allowed to be for the purpose of employment in any, mine below ground for more than 56 hours in any one week, or otherwise than in accordance with the regulations hereinafter contained,” and Clause 8 says “The period or each employment shall be deemed to begin at the time of leaving the bank, and to end at the time of returning to the bank,” and that “not less than one hour shall be allowed for meals during each period of employment which exceeds five hours,” &c. If a boy under 16 work, or rather be in the pit, 56 hours per week, we have an average of nine hours and twenty minutes per day. From that must be deducted, in many cases, half an hour at each end of the day, going to and getting fairly at work, ceasing work, and reaching the bank, with one hour for meals, and thus we have his labour restricted to seven hours and twenty minutes per day. Men are dependent at all times upon boys, and by that means their object will be attained—a limitation of their labour to eight hours a day or less.

It is contended by colliery owners and managers that the working

of Thin coal mines in accordance with the requirements of the Bill cannot, under the most favourable circumstances, be carried out. A conscientious man wishing to comply with the provisions of the Act will have the mortification to find that he is unable to compete with mines of thicker beds, and vast quantities of coal will be left un-worked which would otherwise have been got, and so have conducted to the general welfare and prosperity of the country. The owners of Thin coal mines ask to have the same advantages as those having thick beds; and from their point of view, we think they have been justified in asking Mr. BRUCE to pause and consider seriously what will be the effect of the clauses previously noticed upon the Thin coal mines throughout the kingdom.

It is said that Mr. BRUCE's interest lie solely in Thick beds. If so, then he ought more jealously guard against conferring any advantage upon those working Thick beds, which he would not be equally willing to present to the owners of Thin beds. This is the more necessary, seeing that at the present time an adequate supply of lads for Thin seam collieries cannot be obtained, whilst in very few instances can machinery be adopted in them.

Having thus stated the difficulties presented to the carrying out of the clauses relating to the employment of boys in Thin coal mines, we come to what the owners and managers of them desire to obtain, as they are desirous of carrying out the provisions of the Education Act of last year, and believe that the object aimed at by Mr. BRUCE can be arrived at without passing (to them) such stringent regulations as are proposed in the present Bill.

They desire, it appears, to have in Clause 6 the word “twelve” substituted for “thirteen.” In Clause 7 that the word “twelve” shall also be substituted for “thirteen,” and that instead of the words “fifty-six hours in any one week,” it shall be altered to “one hundred and twenty hours in any one fortnight.” Also that it should be a requirement of the Act that boys of 11 years of age who can pass an examination on a certain standard (standard by new code, say) shall have a certificate granted authorising them to work full time. As the object of the clauses in the Bill to which we have drawn attention is for ensuring to boys a certain proficiency in education, it is desired by the mine owners, who are obliged to employ those who are not more than 11 or 12 years of age, that the educational standard should be defined, and so permit the parents of such children to have the advantage of their labour as a fitting reward for pushing them on in education in earlier life.

We have thus given the views of a large and important body of employers of adult and youthful labour, who have a vast capital invested in a business which appears likely to be seriously affected should the Mines Regulation Bill be adopted. Seeing that there are many hundreds of miles of Thin coal as yet un-worked, and that the clauses in the Act will not only close a large number of mines where the seams are, perhaps, not more than 1 to 2 ft. in thickness—indeed in the West Riding the Halifax and Thornton beds were worked where they were only 11 and 12 in. thick—and altogether stop the development of the minerals in many districts, the subject is one that ought to receive every consideration at the hands of our legislators. Amongst the Members of the House of Commons who are interested in the question may be mentioned the Right Hon. G. HARDY, of the firm of HIRD, DAWSON, and HARDY, of the Lowmoor Ironworks, who have some nine or ten pits in the neighbourhood of Bradford, and it is to be hoped that he or some other gentleman will bring the matter under notice when the Bill gets into Committee, if only for the purpose of elucidating the facts, and making known the position in which the Thin coal colliery proprietors will be placed should the clauses relating to boys be adopted as they now stand.

GREAT NORTHERN AND MIDLAND TRAFFIC DISPUTE.

A freighter from Yorkshire and Derbyshire by both these companies' lines supplies us with some particulars as to the dispute, which we believe may be taken as accurate.

It has been pretty generally circulated that the aggregate reductions made by the Midland were in excess of those made by the Great Northern, the reductions by the former being variously stated at 3s. 1d. and 3s. 3d. per ton, and those of the latter company 2s. 11d. per ton. This statement is incorrect.

On March 10 the Great Northern Company reduced 8d. per ton, making their total reduction 2s. 11d., but that of the Midland then stood at 2s. 3d. On the 24th ult., however, the Midland lowered a further 4d., to date from the 10th, making their total reduction 2s. 7d. The Great Northern Company, true to their professed determination to reduce the differential rate between Derbyshire and South Yorkshire from 1s. 4d. to 8d., followed up this by a reduction of 4d. on April 1. The reductions as at present are, therefore, 3s. 3d. from South Yorkshire and 2s. 7d. from Derbyshire, by the Great Northern and Midland respectively.

What the future action of the Midland directors will be is, perhaps, doubtful. If their last reduction was the result of a decision not to carry traffic at a loss no one can, perhaps, justly complain (as at present they receive a higher rate from Clay Cross than the Great Northern do from Doncaster, which latter is a much greater distance). But, on the other hand, if it was intended as a proposal to compromise, and a giving up of the principle of adherence to the differential rate as ratified by the recent arbitration, it is difficult to conceive that such a line of policy will be accepted as satisfactory by the collieries dependent on the Midland for access to the metropolitan markets. In that case the Yorkshire coalowners will have just reason to congratulate themselves on the entire success of the *compte d'état* of their ally, the Great Northern Company.

Such a termination would be serious for the interests of the Derbyshire proprietors, they being, practically speaking, excluded from the ports of shipment by extra rate of carriage. To be also bereft of a moiety of the advantage of their local position, as to the metropolitan and southern markets, by a railway company having no colliery whatever situated on its whole length, will be a serious blow, as also a humiliation, indeed.

BAR IRON.—The exports of bar, angle, bolt, and rod iron from the United Kingdom fell in February to 13,297 tons, as compared with 23,867 tons in February, 1870, and 24,366 tons in February, 1869. The decline appears to have extended to every grade of consumption. The United States took from us 2540 tons in February, against 3490 tons in February, 1870, and 3424 tons in February, 1869. In the two months ending Feb. 28 this year the aggregate exports of bar, &c., iron from the United Kingdom were 29,162 tons, against 41,987 tons in the corresponding period of 1870, and 49,806 tons in the corresponding period of 1869. Italy figured in these totals as the largest consumer, and the United States ranked next. The only country which took more of our bar, &c., iron in the first two months of this year was British America; the exports to all other quarters of the world presented a decrease. The value of the bar, angle, bolt, and rod iron exported from the United Kingdom in February amounted to 106,406l., as compared with 185,503l. in February, 1870, and 181,560l. in February, 1869; and in the two months ending Feb. 28 this year 237,794l., against 325,753l. in the corresponding period of 1870, and 370,731l. in the corresponding period of 1869.

SUPPLYING MINES, &c., WITH LIGHTING GAS.—Messrs. G. HUNTER, colliery manager, J. SWINBURNE, engineer, and J. WILSON, colliery stoker, at Barnsley, in specifying their invention for improvements in means or apparatus for supplying mines and other places with lighting gas, describe the object of their invention to supply mines and other places situated on much lower level than the gas-holder with lighting gas in a cheap and convenient manner. For this purpose they employ and adapt the induced current produced by a steam jet for drawing the gas into and forcing it down a pipe leading to such mine. When the combined current of gas and steam has arrived at its destination at or near the bottom of the pit it is led into a receiving vessel of convenient size and shape, entering the same at the top; this receiver serves to separate and condense the steam which collects as water at the bottom, and flows off by a siphon-pipe. The gas goes off by a pipe from the top of the receiver, and is distributed to the burners as required.

MOTIVE-POWER ENGINE.—The invention of Mr. T. IVORY, Edinburgh, relates to that class of rotary engines in which a cylinder revolving eccentrically within a non-circular close case forms an abutment for the motive fluid by being in contact with it at one portion of its circumference, and consists in the use of a single slider instead of the two or more hitherto used. The revolving cylinder is provided with a single slider passing diametrically through it, and the case is constructed of a form to a small extent deviating from the circular, and in such a way that both ends of the slider are at all times in contact, or nearly in contact, with it. The internal revolving cylinder or drum is placed so much eccentrically with its surrounding case that a portion of its circum-

ferential surface is always practically in contact with the internal surface of the drum or casing, thus constituting the abutment or stop from which the motive fluid reacts. The revolving drum is kept in place within the case by means of ends or covers, and diametrically through the said drum an opening is made to receive the slider, which is so made that where it projects from the revolving cylinder it fits or nearly fills the space between the said ends or covers.

CORNISH NOTES.

BY J. Y. WATSON, F.G.S.

WEST CHIVERTON, within the last two months, has been depreciated in market value 15*l.* per share, or 45,000*l.*, and chiefly upon rumours which, it seems, had no foundation in fact. The severe frost and snow during January month prevented two or three samplings from taking place in their regular course; and the agents, unwise as I thought at the time, and still think, put off the usual quarterly meeting for a month. From this originated the vague reports that eventually resolved themselves into almost positive assertions, and caused many of the shareholders to sell out their shares, one following another like a flock of startled sheep. I have more than once, in the *Mining Journal*, stated my disbelief in these reports, but they gained ground, and were fostered on the market. These assertions were—1, that the largest shareholder had sold out; 2, the mine was very poor; 3, it was heavily in debt; and 4, the balance of 9000*l.* carried forward at the last meeting was a "myth."

To investigate these charges, and arrive at the truth, if possible, I attended the meeting in Cornwall, on Friday last, when the accounts were audited and passed. All those present were assured by the purser that every debt and liability of the mine was charged up to the time of audit—the end of December; and that there was nothing owing for machinery, or for anything else. The accounts showed a credit balance of 15,227*l.* 9*s.* 10*d.*, which, according to the books, consisted of bank balance, ore bills in hand, and bills due for ores actually sold. After payment of the dividend of 6000*l.*, which was then declared, the balance to the credit of the company to the date of the accounts was actually 9227*l.* 9*s.* 10*d.* It should be mentioned here, however, that, owing to the severe frost, and one or two breakages of machinery, and I may add also, the bottom level not turning out so well as expected, it took four months to sell the same quantity of lead usually sold in three months, and, consequently, it *appeared* that four months' ores were credited against three months' cost to December, and January cost was not charged. I, therefore, asked the manager the quantity of ore he had on the mine *unsold*, including dressed and undressed; and the reply was, 1700*t.* on the surface, and 150 tons of tributary lead broken underground during the last month (say) altogether, 4000*t.* worth.

In regard to the state of the mine, the bottom level—the 130—is improving, the east end, on the part of the lode driven upon, being worth 10*l.*, and the west end 20*l.* per fathom. This shaft is down 6*fms.* towards the 140; a winze, down 6*fms.*, below the 120, and some fathoms ahead of the 130 end, is worth 25*l.* per fathom on the north lode. The run of ore ground in the mine is 190 fms. long, with the ore dipping west, and to get into the heart of this ore ground the new shaft has been in course of sinking for some years, and the outlay upon it for engine, plant, sinking, &c., has been about 20,000*l.* This shaft is now down 126*fms.* In the 120 the ends are worth 30*l.* per fathom each; and when the shaft gets to the 130, a large body of ore ground will be laid open. This I consider one of the most important points in the mine, and the bottom of the shaft sinking on the north lode is worth 25*l.* per fathom. A very large sum of money has been spent in engines and plant in the different shafts, all paid for out of profits, and amounting to 50,000*l.* altogether. The last outlay, only a short time ago, for extra machinery, &c., was 4000*l.*, and this has been charged and paid for; and there now are, in fact, three mines—"Glubs," "Batters's or the New," and "Hawkes's." From Hawkes's the ore dips west, and the new shaft, to which I have referred as 126*fms.* fathoms deep, is about 130 fathoms further west of Hawkes's, to take the dip at that point. Glubs's shaft, which has been years in sinking, at a cost of some thousands of pounds, is about 70 fms. still further west, and intended to take the lode in the 110; it is now sinking below the 107; this, therefore, has not yet come into play, but will do so very shortly, making up the three productive mines, which have already cost an enormous sum of money to lay out, and will require no further expenditure for plant, &c.

The first dividend was paid in October, 1863, and from that time to this the amount divided among the shareholders as profit (in addition, of course, to the outlay of 50,000*l.* on machinery), has been 148,125*l.*

I have thus endeavoured to give as fair and impartial an account of the mine as I could obtain; and in the opinion of the agents it will continue to pay dividends for years to come, but it will greatly depend, in my opinion, upon the 130 fathom level, and the success of the new shaft and Glubs's, whether the dividends will be kept up to 2*l.* per share quarterly.

But it must also be considered that the outlay mentioned for machinery and plant—50,000*l.*, and the sinking of shafts in dead ground, &c.—has been a charge during the last eight years of not less than 7000*l.* a year, all paid from returns of lead, in addition to the dividends; and as this outlay is now at an end, decreased returns ought to give equal profits upon the mere current costs.

In conclusion, I may add there are 411 shareholders in the mine, and as some may have been told that lead mines are not generally rich in depth, I would here remark that of Herodsfoot and Mary Ann, two dividend lead mines in Cornwall, the former is rich at 170, and the latter at 300 fms. Great Laxey, one of our richest lead mines, is also near 300 fathoms deep. The greatest depth of West Chiverton is 130 fathoms from surface.

CHIVERTON VALLEY.—I regret I had not time to visit this property, which for some time was looked upon as beyond speculation. Capt. Juleff, however, speaks very hopefully of it, and is as sanguine as success ever.

WEST FRANCES has improved for tin in the 95 east, the 132 east, and the 120 west, and in the 60 a caunter lode has been met with, with rich stones of copper, but not much can be said about it at present.

COOK'S KITCHEN is also looking well, and will, I heard, pay a dividend of 12*s.* 6*d.* per share at the meeting, besides laying out 1000*l.* on a new man-engine.

WHEAL UNY is looking particularly well, and raising 1 ton of tin a day. Here there will, probably, be a dividend of 5*s.* per share at the meeting.

WHEAL GRENVILLE and EAST GRENVILLE are looked upon as the "coming mines" of the Camborne district; both are now working at a profit, and likely to increase their returns. At Wheal Grenville the most important features are the two cross-cuts towards the South Condurrow rich lode, one in the 110 from the north shaft, and the other from the 140, the latter, in my opinion, the most important, because the lode not only dips south 4 feet in a fathom, but going west it carries its head towards Wheal Grenville. It appears to me that a little unpleasant feeling has been somehow or other created between the two mines by the various and conflicting reports circulated about this lode; but there need not be any such feeling; the richer South Condurrow becomes the better for Grenville, and the richer Grenville is the better it will be for the whole district. The question, so far as Wheal Grenville is concerned, is, the rich lode reported worth 150*l.* per fathom in the 72, at South Condurrow, runs from 20° to 30° south of west, and, consequently, is likely to enter the western ground of Grenville; but it underlies southwards more than 4 feet in a fathom, and, therefore, they say dips into it at once. But before entering upon this I would first explain to non-mining readers that lodes running east and west dip north or south—that is to say, they dip, or go in depth, in a slanting direction, like the roof of a house. In South Condurrow King's shaft is about 40 fms. from Grenville boundary; but Vivian's shaft, further west, is only 24 fms. from the boundary; the run of the lode, which is from 20° to 30° south of west, has brought it at the 62 fathom level 1 fathom south of the shaft, or 23 fathoms from Grenville boundary; now, in driving to cut the lode in the 72, the underlie was so great that it took 8 fms. to reach it, and this, taking the run of the lode, would bring it to within 15 fms. of Grenville. In the 82 they had to cross-cut more than another 8 fms., bringing the run of that level at Vivian's to within 6 fms. of Grenville; and in the 90, if the lode keeps the same underlie as in the 80, it would be about 2 fms. into Grenville sett. I should mention also that the lode in some places is many fathoms

wide, and this might, probably, bring it in at the 82. This, then, is the Greenville story, founded, it is said, on actual surveys and measurements made by their agent, underground at South Condurrow, and on their plans. They also tell me at Greenville the men underground can hear the men working in South Condurrow. And, to prove all this on the part of Greenville, cross-cuts are being extended, first at the 110, from the north shaft (the collar of which is 13 fms. from boundary), and is equal to the 90 in South Condurrow; and also in the 140, considerably further west, and this ought to take both the run and the dip.

Of course the South Condurrow people will not admit all this; they "pooh-pooh" it, and say lodes sometimes turn their heads, and change their dip, and Greenville are welcome to theirs when they get them, &c. I had the pleasure of seeing Captain Vivian, senior, at South Condurrow, and he was very kind and obliging in showing me the plans and sections; and there was one thing which has struck the Greenville agents particularly, and which also struck me—nothing whatever has been done in the 90 cross-cut, towards the lode, for six months. Of course, Greenville people say it is because it is up to the boundary; it is equally of course that South Condurrow deny it altogether; and when the Greenville agent gets an order to go underground to see it the water is always in. If this latter circumstance is really owing to the fact that the engine is too small to keep the water, then this must have been known to the agents when they were so unwise as to pay a dividend at the meeting.

I do not want to disparage one mine in order to favour another. I wish to arrive at the truth, or as near it as possible, and certainly the weight of evidence so far is in favour of Greenville, for several independent agents who had inspected both mines assured me there was no doubt whatever—1, as to the great underlie of the lode; and, 2, that it must enter Greenville. The only thing which can possibly be in dispute is, at what point does it leave one and pass into the other?

South Condurrow has a very rich lode in the 72, and has other good and important points, and is altogether a very promising mine, but it must have an outlay for machinery to work it properly, and will lose its richest lode in depth. Wheal Grenville is well supplied with all necessary machinery, has good paying lodes, independent of South Condurrow, and is also a rising property; the best advice, therefore, I can give is this, let every shareholder in South Condurrow buy into Greenville, and each shareholder in Greenville buy into South Condurrow, and then both parties will be able to say with truth—"We have got the lode."

Wheal Grenville is returning about 1000*l.* worth of tin per month, at a cost of about 850*l.* South Condurrow returns about 1800*l.* per month, at a cost of about 1500*l.*

East Grenville next sampling will be over 300 tons of copper, in addition to the tin; the mine is opening out well, and must shortly make good profits.

P.S.—The above remarks were written in Cornwall on Saturday last, and on Monday an agent went underground at South Condurrow to measure for me the cross-cuts, and to make a detailed report. The water, he states, was in the mine up to the 82. The cross-cut in this level, which was 25*fms.* west of King's shaft, and, therefore, towards Vivian's, has been driven south 27 fms. 5 ft., and the main part of the lode not yet intersected. The bearing of the lode here is from 25° to 30° south of west. From the 51 to the 71 the underlie or dip of the lode towards Greenville was 27*fms.*, and if the lode keeps its present dip under the 72 and 82 cross-cuts he calculates it will be in Greenville in the 90. In the 72, going towards Vivian's, the end is worth from 150*l.* to 180*l.* per fathom, with a bearing 20° south of west.

REPORT FROM SCOTLAND.

April 5.—There has been the prevalence of rather easier terms in our Pig-Iron Market since last report, with a pretty good business doing in warrants. On Friday the market closed quiet, with buyers at 5*s.* 10*d.*, a month and 5*s.* 6*d.* cash. This week opened with a steady market but drooping prices, which on Monday closed at 5*s.* 8*d.*, a month, and 5*s.* 4*d.* cash. Yesterday a fair business was done at 5*s.* 7*d.* and 5*s.* 8*d.* a month, and 5*s.* 4*d.* to 5*s.* 5*d.* cash, closing buyers at the best. The market to-day was firm, without much iron offering, and prices gradually advanced from 5*s.* 4*d.* to 5*s.* 7*d.* cash, and 5*s.* 8*d.* to 5*s.* 10*d.* a month, closing buyers at the higher price, sellers a shade higher. No. 1, g.m.b., 55*s.*; No. 3, 54*s.* 8*d.* No. 3 in demand and scarce, makers being delivering. The shipments for the week are just about equal to those of the same week in 1870, the returns being 19,011 tons this year, against 19,081 tons in the corresponding week last year. The stock of iron in Connal and Co.'s and Canal Company's stores on March 31 was 395,168 tons, with warrants in circulation for 378,780 tons. The monthly averages of pig-iron for this year, as compared with those of last, were:—

January. February. March.

1871 51*s.* 6*d.* 52*s.* 3*d.* 53*s.* 8*d.*

1870 66*s.* 3*d.* 54*s.* 7*d.* 51*s.* 3*d.*

The makers of pig-iron are still in their quotations, and are waiting for an advantageous turn in prices rather than seeking to sell forward. The following are the quotations of the brands enumerated:—

No. 1.	No. 3.
G. M. brands at Glasgow (deliverable alongside).	54 <i>s.</i> 9 <i>d.</i> 51 <i>s.</i> 8 <i>d.</i>
Gartsherrie ditto	53 <i>s.</i> 0 53 <i>s.</i> 0
Coltness ditto	53 <i>s.</i> 0 53 <i>s.</i> 0
Summerlee ditto	51 <i>s.</i> 6 54 <i>s.</i> 6
Langloan ditto	53 <i>s.</i> 0 54 <i>s.</i> 6
Carbroe ditto	53 <i>s.</i> 0 54 <i>s.</i> 6
Calder, at Port Dundas ditto	53 <i>s.</i> 0 54 <i>s.</i> 6
Glenarnock at Ardrossan ditto	53 <i>s.</i> 0 55 <i>s.</i> 6
Dalmellington ditto	53 <i>s.</i> 0 54 <i>s.</i> 0
Eglington ditto	53 <i>s.</i> 0 54 <i>s.</i> 0
Carron at Grangemouth ditto	53 <i>s.</i> 0 54 <i>s.</i> 6
Shotts ditto	60 <i>s.</i> 0 57 <i>s.</i> 0
Kinnel at Boness ditto	54 <i>s.</i> 6 52 <i>s.</i> 6

Finished iron continues in good demand, but specially for ship-building purposes, there being considerable specifications on the market. The Monkland Iron Company are partly busy with a contract for patent tram rails for Monte Video. As we noticed some time ago, the Bills before Parliament for tramways in this country would likely absorb a considerable amount of iron, and we are glad to see the manufacture of this kind of rail introduced into Scotland. The tin-plate makers at Coatbridge—in the midst of a busy trade—have been annoyed by a strike amongst their puddlers for an advance of 6*d.* per ton on their produce. The company has a good supply of puddled iron on hand, which enables them to go on with their work, and it is not expected that the strike will be of long duration. Quotations for all classes of manufactured iron as last reported. The rivet and cut-nail trade is fairly busy, especially the former, and the tube makers and copper and brass founders are well employed. The clearances from this port during the week embrace the following denominations of finished iron:—Rails, 297 tons; wrought 62 tons, and 90*t.* value; bar, 585 tons; malleable, 115*t.*; goods, 6*t.*; hoop, 14 tons; sheet, 1*t.*; rivets, 125*t.*; nails, 32*t.*; cast pipes, 210 tons; cast goods, 680*t.* value. In addition we notice during the past ten days sugar machinery to the value of about 17,000*l.*

Coals are, if anything, easier in price, but coal masters are pretty well filled with orders, large shipments taking place to the German ports and those of British North America. House coal, 7*s.* to 7*s.* 9*d.*; split, 7*s.* 6*d.*; shipping, 6*s.* 9*d.* to 7*s.* 6*d.*; burnt coal, 10*s.* 6*d.*; coke, 18*s.*, all per ton f.o.b. in the Clyde, less 2*s.* 6*d.* per cent. During the week we have had exceedingly large shipments—not less than 36,352 tons foreign, and 30,727 tons coastwise = 67,079 tons, against 39,010 tons in the corresponding week of 1870. Colliers fully employed, and working quietly in the meantime.

During the month of March 10 vessels were launched, of about 13,000 tons; and we notice several well forward in the yards between this and Whiteinch—a distance of about 2*½* miles.

CARBONIFEROUS SHALE.—At the Natural History Society of Glasgow meeting last week, Mr. John Young exhibited a specimen of carboniferous shale from the roof of one of the upper coal seams in Spring Hill pit, near Ballyleiston, showing a portion of the stem of a calamite with attached slender branches of a plant with numerous whorled leaves, formerly regarded by botanists as belonging to astrophyllites or annularia. Mr. Young stated that the remains of calamites were abundant in the roof-shales of many localities in the Lanarkshire coal field, but that it rarely happened that any of the foliage of the plant was found attached to the stems—the specimen exhibited being the only example he had ever met with, although examples had been found elsewhere in British carboniferous strata.

Mr. Young next referred to the class of plants to which the extinct family of the calamites were most nearly related—the recent equisetaceæ, or horse-tails, found in our marshes, of which the fossil calamites were the gigantic progenitors. Recent discoveries of the stems of calamites in the coal measures, with portions of the foliage attached, have proved that the plants with whorled leaves formerly referred to the genera astrophyllites, annularia, and sphenocephalites, were the foliage of various species of calamites, and that the genera volkmannia and pinnularia, of which he exhibited specimens, were their roots—these facts being established on the evidence of the more perfect specimens found, and the better knowledge now obtained of the relation and affinities of the plants of our coal measures.

TRADE OF THE TYNE AND WEAR.

April 6.—There has been an average supply of vessels during the week, and a good business done in all branches. A quantity of timber has arrived from Norway and Germany, also large arrivals or ore by steamers from Norway. The ports being well supplied with ships has caused freights to recede considerably. Coal freights to the Mediterranean and Black Sea ports are lower; the Alexandria rate is now reduced to 19*l.* The exports of rail iron, &c., continues to be large, and all branches of the iron trade are exceedingly brisk. The home demand for pigs, bars, rails, plates, &c., is extremely good, and prices are improving. Foundrymen and engineers are extremely busy, and marine engine builders have more work than they can possibly get through. The only engines to be had now at once are colliery hauling and winding engines, and the demand is improving a little for them.

GREAT STRIKE OF ENGINEERS AT SUNDERLAND.—A large number of men employed in the shipyards, engine-shops, smiths' yards, &c., have suddenly turned out for what is called the nine-hours movement. A great meeting was held on Saturday, when the views of the men supporting the movement were freely expressed, but the men present would not allow those opposed to the movement to express their views, and it was then determined that if their demands were not complied with they would stop all work if possible. What they demand is that they cease work at 5 instead of 6 o'clock, as at present, the wages to remain the same. Those branches of trade are extremely brisk at present, and this is the result. Shorter working time, more wages, and weekly payments, all are demanded, and unless disputes are settled in all cases by arbitration strikes without end may be expected.

Disturbance still continues among the coal workers at Thornley Colliery, and the partial strikers they have resorted to before the expiration of their yearly agreement, are not only illegal but disgraceful and suicidal. By this means they have succeeded in doing much mischief to their employers, and have not the slightest chance of deriving any benefit therefrom themselves. It will be recollecting that some of the men were brought up a week ago, and charged with this illegal conduct, and were fired upon by the magistrates, and this has still more exasperated the men, and has not led them to act in a rational and reasonable manner. There is evidently a considerable amount of ill-feeling prevailing, and this it is to be feared is engendered, as has been before remarked in this letter, by a few rabid unionists, who aim at nothing less than the entire control of the works. For some time they have been making complaints, and writing letters to the Government Inspector for the district, and all of these communications have not been written in the most complimentary or respectful spirit; and on Friday last a deputation of the men, headed by Mr. J. Jackson, appeared at the residence of the Inspector, and there made a complaint to him to the effect that certain of the workings in the 5*fms.* 4*fms.* seam contained a great accumulation of gas, and were not in a safe state. Mr. Wills at once agreed to proceed to the works and make an examination, and the result of this was that he reported that no danger existed from the cause alleged.

The change we alluded to last week as likely to take place in the management of these works has been already carried out, and Mr. Philip Cooper, the newly appointed manager, had a conference with the men on Saturday, when he submitted to them conditions for working during the ensuing year, those conditions being the same as those contained in the bond already offered to the men, with the exception that 6*s.* per score is now offered additional in some parts of the workings. This was agreed to by the men, but as Mr. Cooper intimated that he would not engage Jackson and Cairns, those men having been already refused by the former manager, being charged justly with having caused much disturbance at the works, the men threatened to repudiate the agreement, and also to strike. At a meeting held that same evening, the men agreed to sign the agreement provided Cairns and Jackson are re-admitted to the colliery, a strike being threatened should that condition be rejected.

A deputation from the North of England Ironmasters' Association had an interview with the directors of the North-Eastern Railway Company on Friday last. The object of the deputation was to urge upon the North-Eastern board the

tations. Shipbuilders' iron is in active demand, and better prices are being obtained. The shipbuilding yards along the north-east coast are unusually busy. The demand for iron vessels is increasing, and there is a certainty, unless something unforeseen occurs, that this year will be a brisk one for the shipbuilders in the North. Marine engineering establishments are fully occupied, and have almost more work than they can conveniently get through just at present, while general engineering firms are likewise very busy.

REPORT FROM DERBYSHIRE AND YORKSHIRE.

April 6.—The business doing at the ironworks in Derbyshire is becoming very active indeed in nearly all branches. At Staveley, one of the principal foundry establishments in the kingdom, and long noted for its pipes and other castings, the full resources of the works are scarcely able to keep pace with the demand for nearly all qualities of iron. There are now four furnaces working, and two more iron-cased ones will shortly be ready for putting in blast. At Sheepbridge there is also more doing, and the output of pig-iron is large, and the same is also the case with regard to Wingerworth, Clay Cross, and the works on the Erewash Valley line. There is scarcely so much doing in House Coal at some of the collieries, but it is a significant fact that the return of the quantity of coal carried to London by the various lines having termini there during the past month has probably been larger than ever it has been, being no less than 390,517 tons. It is, therefore, evident that the London merchants are taking advantage of the reduction in the rate to lay in stocks, being impressed with the idea that the present rate cannot last much longer. Clay Cross still maintains the leading position, having carried during the month 34,628 tons. A large tonnage of coal is also being sent to Birmingham and the West of England, to which districts a very extensive business is done by the Staveley Company, who have some five or six collieries, raising something like 800,000 tons yearly. Steam Coal is improving in demand.

The heavy branches of the Sheffield trades are still active, and the armour-plate mills in full swing, and are likely to continue so, seeing that the estimates have provided for the laying down of a large number of vessels during the present year, principally in Government dockyards. Shields for coast defences will also absorb a good many plates from 1 inch upwards. Railway material, from locomotives to rails and springs, have kept matters so far busy, and the probabilities are that with the advancement of the season, and the shipments to the North of Europe, there will be greater activity than at present. The Bessemer steel works are still very busy in rails, tyres, plates, and other materials, and a good deal of what is produced in plain steel is being shipped for America and other countries, whilst the home trade is also absorbing a considerable quantity, so that stocks are not retained by makers. In the Rotherham district a steady trade is still the rule so far as regards not only the production of pig, but of manufactured iron also. The Parkgate Company is still busily engaged in the rolling of plates and rails, the former being for the framework of shields.

The district, we regret to hear, is about to lose the services of our friend Mr. P. COOPER, of the Holmes Colliery, who, we understand, takes the management of the Thornley Colliery, near Durham. Mr. Cooper was one of the most active members of the Midland Institute of Mining Engineers, and one of the principal promoters, who a little more than a year ago raised it from obscurity and uselessness, and made it a practical and valuable society, with which mining engineers consider it a honour to belong to. Several of the papers read by Mr. Cooper combined thorough practical knowledge, with a happy facility of expression, great research, and power of illustration, not often found amongst even so intelligent a body as that of our mining engineers.

On Saturday last there was a meeting of the South Yorkshire Steam Coalowners' Association, at the Angel Hotel, Doncaster. There was but a moderate attendance, the chair being occupied by Mr. Bartholomew. The business was only of a formal character.

On Wednesday the ordinary monthly meeting of the Midland Institute of Mining Engineers was held at the rooms at Barnsley, Mr. W. Maddison in the chair. A paper on "Double-decked Cages" was read by Mr. Mitchell, of Worsbro'-dale, and one "On the Use of Gunpowder in Mines," by Mr. Hopton.

COLLIERY OFFENCES.—At the Royton Court House, Mr. Walter Evans, agent for the Oldham, Middleton, and Rochdale Coal Company, was summoned at the instance of Mr. Dickinson, colliery Inspector, "for not having, on March 13, produced an adequate amount of ventilation to dilute and render harmless the noxious gases in the workings of a colliery situated at Crompton." It appeared that the workmen followed their employment with naked lights. On the day mentioned a lad, named Stead, went into a working said to contain 6 ft. of noxious gas, and immediately an explosion took place, which resulted in Stead's death. Mr. Dickinson did not press the charge, and the defendant was only ordered to pay the costs. At the same Court, Joseph Fielding, an underlooker at the colliery named, pleaded guilty to a charge of having neglected to use safety-lamps after ascertaining that there was an accumulation of fire-damp. He was fined 20s. and costs.

REPORT FROM NORTH AND SOUTH STAFFORDSHIRE.

April 6.—The Coal Trade in the Northern part of the county continues in a very unsettled state, in consequence of the serious flooding of so many of the mines. Better qualities of fuel are costing the earthenware makers and other large consumers 2s. 6d. to 3s. 6d. per ton more than the usual rates. This condition of affairs is, of course, very serious, and united action by the representatives of the industries most affected is now under consideration. Good brands of Pig-iron are realising 62s. 6d. per ton, delivered in Wolverhampton, and some satisfactory sales have been effected on account of the new quarter. Finished Iron continues to improve in request, and most of the mills and forges are making better time than we were able to report a few weeks ago.

In the South Staffordshire district the Coal Trade is very buoyant for the season. The pits around Dudley and West Bromwich, and the collieries in the Cannock and Rugeley district are especially in buoyant operation. Best household coal is selling at 11s. to 14s. per ton; ditto mill and forge, 8s. to 10s.; gas, 7s. 6d. to 8s. 6d. Native ironstones are in well sustained request, at firm quotations. The Iron Trade is steadier this week, both in the pig and finished departments, but the prospects of the quarter do not favour the hope of a sufficient demand to require the lighting of many additional furnaces, or to call into requisition the full producing power of the mills and forges. The confirmation of the official list as to the ruling prices of the new quarter has given general satisfaction to the trade. Indeed, despite vague rumours that had gone forth to the contrary, the idea of a reduction in nominal quotations and in wages had not been seriously entertained. It is undoubtedly true that in many instances the selling prices of common iron are out of all proportion to the rate of wages, the latter being regulated by the official list. It would, however, have been most unwise, especially now that trade gives some hope of early improvement, to disturb the labour market of the district, which, so far as the iron trade is concerned, was perhaps never in a more settled and satisfactory condition. The makers of best pigs are booking large orders on account of the new quarter, at satisfactory rates; but for the lower qualities prices vary considerably. On the whole, however, these latter show an improvement proportionate to the increased value of hematite and other ores. One or two additional furnaces are being got ready for re-lighting.

With regard to the recent failure of Messrs. Onions and Co., of the Dudley Port Furnace, the resolutions passed by the principal creditors were confirmed at a meeting held on Monday, at the Dudley Arms Hotel. Finished iron is steadier in several of the leading descriptions. Sheets have especially improved, large quantities being now required for galvanising purposes; and smithy bars, angles, boiler plates, and small rounds may also be particularised as having lately come into more buoyant request. Despite this improvement, however, the aggregate demand does not more than suffice to give an average of four and half days per week in the operations of the mills and forges. In rails there is scarcely anything doing, but for wrought-iron bridge and girder work, as well as for rolling stock, some very fair contract orders are being placed in the district. A strike has taken place this week at the Shakespeare Foundry, Wolverhampton, in consequence of a dispute as to the present system of reckoning. For a long time past there has been considerable dissatisfaction among the men as to the length of the reckonings, which frequently extended to six or seven weeks. On Monday a deputation

of the men waited on the firm (Messrs. T. and C. Clarke and Co.) and requested the adoption of some better system. This request was promptly declined, and the men, to the number of 140, as promptly left their work, and were still on strike as this parcel is being dispatched.

SOUTH MIDLAND INSTITUTE OF MINING, CIVIL, AND MECHANICAL ENGINEERS.

The usual monthly meeting of members was held in the rooms of the Institute, Wolverhampton, on Monday. In the absence of the Government Inspector of Mines for the district, who is the President, Mr. H. Beckett, F.G.S., the past President, was in the chair. There were also present Messrs. D. Jones, F.G.S. (Shrewsbury), Silas Bowley, F.G.S., Thomas Rose, James Cope, F.G.S. (the hon. secretary), W. W. Glennie, James Butler, Henry Wilecock, jun., Henry Tally, J. S. Tallow, Henry H. Beckett, Daniel Bagnall, S. Penn, John Taylor, J. Gethin, T. Price, T. Hawkins, James Pervy, James Bromley, Wilson Underwood, George Pringle, John Laxton, and S. Mansell.

Messrs. Henry Fowler and Henry Hughes, both of the Barlow's Field Ironworks, Bilston; with Mr. J. Eglington, Deepfields Ironworks; Mr. George Clarke, Mill Fields; Mr. Arthur Hill Maurice, St. George's, Wellington; and Mr. Thos. Roper, Shropshire Row, Bilston, were all elected hon. members; and Mr. John Randal, of Madeley, was nominated for election as an hon. member.

Mr. James Bromley read a paper on "Craig and Bidder's Patent Magnetic Lock for Miners' Safety Lamps." The paper was illustrated by diagrams, and by a lamp and a lock of the kind to which the paper related. The locking part of the lamp was specially designed to prevent miners' unfastening or tampering with it. Any attempt would be left plainly visible on the lamp when it should be returned by the miner to the lamp-house. It was impossible for the miners to unlock the lamp without the application of a magnet or battery to the bottom of the lamp. The lamps have been in use, he said, at the Woodhouse Collieries, Stoke-on-Trent, for the last twelve months, and had given every satisfaction to the managers and workmen. The colliers liked this lamp extremely well, as it was much lighter than the Clanny, and gave a better light; and the manager had informed him that they had not known of any tampering with this lamp by the colliers. They highly approved the lamp, both as regards safety and economy, when placed in the hands of the workmen. One special advantage connected with the lamp was that the colliers took much greater care of it during work, because in case of the lamp being extinguished, the collier had to take it to the station where the opening apparatus was fixed in order to get it lighted, which would necessitate a considerable loss of time and hinder him in his work. The locking of the lamp was simple, and much more easily performed than with the ordinary key.

After the discussion—which the rules of the society do not allow to be published—Mr. Bromley was thanked for his paper. The discussion upon the extension of the northern end of the South Staffordshire coal field was resumed, and closed the meeting.

REPORT FROM MONMOUTH AND SOUTH WALES.

April 6.—There is, perhaps, very little more activity to be witnessed at the ironworks this week than last, but the aspect continues to gain in cheerfulness. It will, no doubt, be less difficult to realise the actual position of the Iron Trade when the Quarterly Meetings are over, and the misunderstanding which clearly has existed lately between manufacturers and sellers in regard to prices will be removed. For the last two or three months the lowness of the rates obtainable for finished iron has had the undesirable effect of curbing any inclination on the part of ironmasters to enter into heavy transactions, even while they were most anxious to find more regular employment for their men; and the unsettled state of continental affairs induced merchants and consumers to limit their transactions as much as possible, with the hope that still lower prices would be acceptable to sellers. The reduction in wages rather fostered that expectation for short time, but now it is to be hoped that such a state of things has ceased. A more decided course will be adopted by makers, and list quotations, though unaltered, will, it is believed, be more strictly adhered to, so that henceforth transactions will be more freely entered into, both by consumers and manufacturers. Peace being maintained, a period of prosperity to the trade is now pretty certain. Although improvement is not rapid, a sound and healthy position is gradually being re-assumed, which promises well for a fair degree of activity during the summer months.

The civil war in France has, no doubt, its effect upon business, and makers' expectations are not yet realised in that direction. In this district, however, it is, perhaps, much less felt than in others where rail-making is not so extensive an industry. From those countries not interfered with by the disturbances in France there is a pretty good demand for railway iron, and other descriptions of make. The demand generally for rails may be said to be improving satisfactorily, and there are strong hopes entertained that this branch of the trade will again be attended with the long-missed activity. Large contracts are beginning to come to hand from Russia, Canada, and Australia, and to the United States clearances continue on a large scale. Sanguine expectations are entertained that even larger purchases will be made for Russia this year than last. Plates, bars, &c., are also in improved request on foreign account. Home transactions are, perhaps, becoming somewhat more active, enquiries for rails being made by several local and other home railway companies.

As hinted in previous reports, more and more attention is being directed to the manufacture of steel rails, and this branch of the trade promises to become a most important one in the district. The new steel works are being pushed forward with considerable expedition by Mr. Siemens at Llandore, upwards of 200 men being employed in their erection. A report is also gaining currency that Mr. H. H. Vivian is about to construct new steel works in the neighbourhood of Swansea. This being the case, it is important to find that the Ebwy Vale Company have succeeded in making spiegeleneisen (an important ingredient in the manufacture of steel rails) from spathose ore, of which the company are understood to have abundant supplies. Samples of the spiegeleneisen have been obtained by the Dowlais Iron and Steel Company for trial, and there is little doubt but that it will be turned to extensive use at those works. The fact has led to numerous varieties of Cornish spathose ore being exhibited at the local metal markets, where they were analysed, and regarded with considerable favour.

There is but little fresh to be reported in reference to the Tin-Plate Trade. The works continue pretty regularly employed.

In the Steam Coal Trade there is not quite so much doing as might be desired, the civil war in France having a serious effect on purchases in that direction. The exports from the principal local ports last month show a considerable falling off, which must be attributed to two causes—the check to the

French demand, and the partial turn-out of the colliers in the last week of the month. Nothing like the anticipated activity can prevail until a more settled state of things exists on the Continent. Coastwise the trade continues tolerably steady, the enquiries on account of the West of England and Ireland being about the average.

The wages agitation has not yet subsided. After holding a monster mass meeting, at which upwards of 12,000 men assembled, the colliers decided upon returning to work during the present month, and that delegate meetings should be held in the meantime to consider what course should be taken afterwards. Another difficulty has now, however, arisen with the hauliers of the Rhondda Valley, where they have stood out for two or three days at several collieries. This will, of course, further interfere with business, as the colliers cannot work while the hauliers are out. The hauliers complain that they are subjected to a greater reduction than the colliers.

The Patent Fuel Trade shows some improvement. Coke is also in active request, chiefly on Staffordshire account.

The colliers of the Aberdare Valley have held mass meetings for the purpose of discussing the desirability of their joining the Amalgamated Association of Miners, and it has been agreed to form lodges of the association in various parts of the district, so that all the colliers and miners might join and pay their subscriptions without difficulty. It was also urged that when one three-fourths of the men have joined the association none but "Union" men should be allowed to work in the pits.

The important new section of the Rhymney Railway, extending from Cardiff to Caerphilly, was opened for passenger traffic on Saturday last, the report of the Board of Trade Inspector, Colonel Rich, who had inspected the works, having been satisfactory. The company are now rendered independent of the Taff Vale Company, over whose rails they have had to run their trains for a considerable distance, at a great cost, for some years, and a large increase of traffic is likely to be the result. The Rhymney Company have other important sections in contemplation, it being their intention to open up communications with the Rhymney Ironworks and the Merthyr, Tredegar, and Abergavenny branch of the London and North-Western, which will give a direct route from Cardiff to the Midland and Northern Counties.

The arrivals at Swansea include—the Plover, from Rotterdam, with 213 tons of steel iron, for Landore Siemens' Company; Eurydice, from Bilston, with 213 tons of iron ore, for Holway Brothers; Florence, from Langeund, with a cargo of timber, for A. Sterry; Cambella, from Carloforte, with 710 tons of iron ore, for H. Bath and Son; Britannia, from Antwerp, with 113 tons of spelter, for the Governor and Company of Copper Miners.

The National Colliers' Accidental Death Fund Committee, appointed by the Cardiff Chamber of Commerce, have addressed a letter to Mr. Bruce, the Home Secretary, enquiring whether provisions could be incorporated in the Mines Regulation Bill now before Parliament compelling landowners and colliery proprietors each to pay one-eighth of a penny per ton upon all coal raised, and compelling every working collier to pay 5s. per annum to form the fund mentioned.

THE TIN-PLATE TRADE.—The quarterly meeting of the trade was held at the King's Head Hotel, Newport, on Wednesday, Mr. Woodruffe, of the Machen Works, in the chair. There was a large attendance of manufacturers, and others interested in the trade. The accounts received from the establishments were more satisfactory than was the case three months ago, scarcely any stocks being held by makers. The American sales are large, and advices from that country show that the considerable stocks which were held some months ago have been almost entirely cleared, hence transactions are readily, and with freedom, entered into. The chief difficulty which manufacturers have to contend with is in regard to prices, for with the advance in hematite, and the continued high price of tin, there ought to be a corresponding rise in the quotations for tin-plates. The fact that stocks are reduced to so low a point will, however, it is hoped, lead to quotations being better maintained for the current quarter. It was agreed that quotations should remain as fixed at the last quarterly meeting—3s. per box for charcoal 1C, delivered at Liverpool, and other quantities in proportion. The members, as usual, dined together after the meeting.

RAILWAY CARRIAGE COMPANY (LIMITED).

ESTABLISHED 1847.
OLD BURY WORKS, NEAR BIRMINGHAM.
MANUFACTURERS OF RAILWAY CARRIAGES AND WAGONS, AND EVERY DESCRIPTION OF IRONWORK.

Passenger carriages and wagons built, either for cash or for payment, over a period of years.

RAILWAY WAGONS FOR HIRE.

CHIEF OFFICES, OLD BURY WORKS, NEAR BIRMINGHAM.
LONDON OFFICES, 7, GREAT WINCHESTER STREET BUILDINGS.

TAFFORDSHIRE WHEEL AND AXLE COMPANY (LIMITED).

MANUFACTURERS OF RAILWAY CARRIAGE, WAGON, AND CONTRACTOR'S WHEELS AND AXLES, AND OTHER IRONWORK USED IN THE CONSTRUCTION OF RAILWAY ROLLING STOCK.

OFFICES AND WORKS, HEATH STREET SOUTH, SPRING HILL, BIRMINGHAM.

THE BIRMINGHAM WAGON COMPANY (LIMITED).

MANUFACTURERS RAILWAY WAGONS OF EVERY DESCRIPTION, TO HIRE AND SALE, BY IMMEDIATE OR DEFERRED PAYMENTS. THEY HAVE ALSO WAGONS FOR HIRE CAPABLE OF CARRYING 6, 8, AND 10 TONS, PART OF WHICH ARE CONSTRUCTED SPECIALLY FOR SHIPPING PURPOSES. WAGONS IN WORKING ORDER ARE MAINTAINED BY CONTRACT WITH THE BIRMINGHAM WAGON COMPANY (LIMITED).

EDMUND FOWLER, Sec.
WAGON WORKS, SMETHWICK, BIRMINGHAM.

* Loans received on Debenture; particulars on application.

THE BURLEIGH ROCK DRILL.

THE BEST AND ONLY PRACTICAL DRILL.
IT DOES NOT GET OUT OF ORDER.

PROGRESSES THROUGH ABERDEEN GRANITE AT THE INCREDIBLE RATE OF 10' PER MINUTE.

SAVES £5 A DAY AS COMPARED WITH HAND LABOUR, INDEPENDENT OF THE ENORMOUS SAVING EFFECTED IN THE GENERAL EXPENSES, SUCH AS PUMPING, VENTILATION, INTEREST OF CAPITAL, &c., FROM THE FACT OF THE "PUT OUT" BEING INCREASED FOUR-FOLD.

DRILL POINTS.—THE SAVING IN STEEL ALONE IS CONSIDERABLE. ONE DRILL WILL GO THROUGH 20 FEET OF ABERDEEN GRANITE WITHOUT SHARPENING.

ORDERS RECEIVED AND EXECUTED SOLELY BY—
MESSRS. CHAS. BALL AND CO., 96, NEWGATE STREET, E.C., LONDON.

ENGINEERS, CONTRACTORS, AND GENERAL MERCHANTS.

OSLER'S CRYSTAL GLASS CHANDELIERS.

TABLE GLASS OF ALL KINDS.

CHANDELIERS IN BRONZE AND ORMOLU.

MODERATOR LAMPS AND LAMPS FOR INDIA.

LONDON—SHOW ROOMS, 45, OXFORD STREET, W.

BIRMINGHAM—MANUFACTORY AND SHOW ROOMS, BROAD STREET.

Perran Wyllt Vywyau Silver Lead Mine (LIMITED).

PERRANZABULOE, CORNWALL.

To be incorporated under the Companies Acts, 1862 and 1867.

CAPITAL £24,000, IN 12,000 SHARES OF £2 EACH.

5s. per share to be paid on application, 5s. on allotment, and the remainder, if required, by three-monthly calls not exceeding 5s. per share.

DIRECTORS.

WILLIAM EDWARDS, Esq., 43, Hungerford-road, Holloway, N.

ALFRED LEETE, 386, Euston-road, N.W.

(With power to add to their number at the first general meeting.)

BROKER—Mr. F. W. MANSELL, 1, Pinner's-court, Old Broad-street, E.C.

SECRETARY—Mr. GEORGE H. CARDOZO.

OFFICES, 15, NEW BROAD STREET, E.C.

PROSPECTUS.

It is proposed to form a company for purchasing and working this undoubtedly very valuable mine, which is situated in the parish of Perranzabuloe, in the county of Cornwall, and held under lease for 21 years dated June 12, 1869, from Sir R. R. Vywyau, Bart., at 18s. per acre.

The grant is a comprehensive one, commanding an extent of 500 fathoms on the lodes, and comprising, competent mining authorities assert, the same lodes as West Chiverton Mine, the great celebrity of which needs no other than a passing allusion. West Chiverton has paid to the shareholders £140,000 in dividends, and the market value of the mine is £120,000, purchased by the present company no longer since 1863, for £30,000 only.

As proof of the richness of the lodes in this mine (Perran Wywyau), assays made of the silver-lead and gossan give the following results:—Gossan from No. 3 lode, 9 ozs., 6 dwts. of silver to the ton of ore; No. 2 lode, 36 ozs. of silver to the ton of lead; No. 1 lode 60 per cent. of lead, and 23 ozs., 6 dwts. of silver to the ton of lead ore, equal to West Chiverton, the ore most likely coming from the same lodes.

It is important that there is a stream of water available for dressing purposes, and that the Port of St. Agnes is at no greater distance than two miles from the mine, rendering the conveyance of the ore thereto for shipment, and the

back carriage of engine coals and required materials so easy as will materially favour the general expenditure.

CHAPLIN'S PATENT PORTABLE STEAM ENGINES AND BOILERS.

PRIZE MEDAL, INTERNATIONAL EXHIBITION, 1862.

STATIONARY ENGINE,
From 1 to 30 horse power.
No building required.PORTABLE HOIST,
10 to 30 horse power.
With or without jib.STEAM CRANE,
30 cwt. to 30 tons.
For wharf or rail.CONTRACTORS' LOCOMOTIVE,
6 to 27 horse power.TRACTION ENGINES,
6 to 27 horse power.
Light and heavy.SHIP'S ENGINE,
Winding, Cooking, and Distilling.
Passed by Government for half water.

From the STRENGTH, SIMPLICITY, and COMPACTNESS of these ENGINES they are extensively USED for GENERAL PURPOSES, and also in situations where STEAM-ENGINES OF THE ORDINARY CONSTRUCTION CANNOT BE APPLIED.

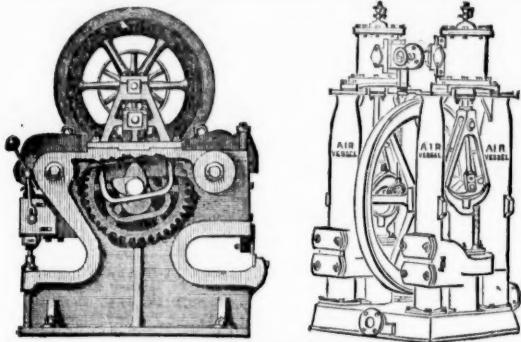
ALEXANDER CHAPLIN AND CO.,
PATENTEES AND SOLE MANUFACTURERS,

CRANSTON HILL ENGINE WORKS, GLASGOW.

ENGINES OF EACH CLASS KEPT IN STOCK for SALE or HIRE, and ALL OUR MANUFACTURES GUARANTEED as to EFFICIENCY, MATERIAL, and WORKMANSHIP.

Parties are cautioned against using or purchasing imitations or infringements of these patent manufactures.

AGENTS IN LONDON FOR THE SALE OF OUR MANUFACTURES: WIMSHURST AND CO.



JOHN CAMERON,

MAKER OF

STEAM PUMPS, PORTABLE ENGINES, PLATE BENDING ROLLERS, BAR AND ANGLE IRON SHEARS, PUNCHING AND SHEARING MACHINES, PATENTEE OF THE DOUBLE CAM LEVER PUNCHING MACHINE, BAR SHEARS, AND RAIL PUNCHING MACHINES.

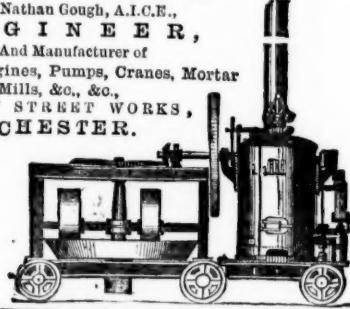
EGERTON STREET IRON WORKS,
HULME, MANCHESTER.

MURIAH NICHOLS

Late Nathan Gough, A.I.C.E.,
ENGINEER,

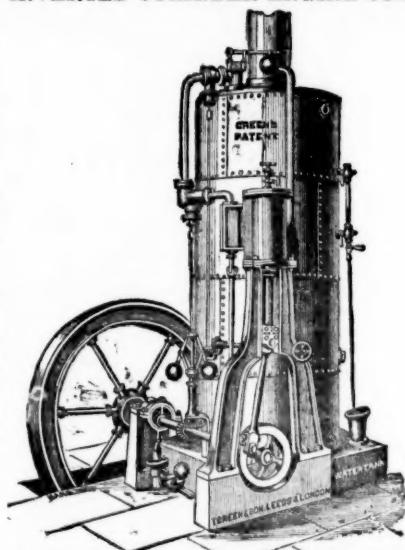
And Manufacturer of

Portable Engines, Pumps, Cranes, Mortar Mills, &c., &c.,
BACK QUAY STREET WORKS,
MANCHESTER.



GREEN'S PATENT BOILERS, WITH INVERTED CYLINDER ENGINE COMBINED.

Specially adapted for Contractors, Joiners, and Builders, Cabinet-makers, Brick-makers, Farmers, Mills, Dyers, Houses, Workshops, Printing-offices, &c.



For Exportation they are invaluable, being sent out in complete working order, ready for immediate use.

The above Engines and Boilers are constructed in an exceedingly substantial and simple manner, every part being easy of access, consequently can be readily understood and managed; they are fitted with governors, equilibrium throttle valve, stop valve, safety valve, feed pump, water and steam gauges complete. The foundation plate answers the purpose of feed water tank, in which the water is heated before passing into the boiler, and also of an ash-pan, and no brickwork or foundation is required.

N.B.—Upwards of 600 of these Engines and Boilers are now at work, giving entire satisfaction.

Illustrated PRICE LISTS free on application to
THOMAS GREEN AND SON,
SMITHFIELD IRONWORKS, LEEDS;
And 54 and 55, Blackfriars-road, London, S.E.

JOSEPH D. LEIGH,
PATRICROFT, near MANCHESTER,

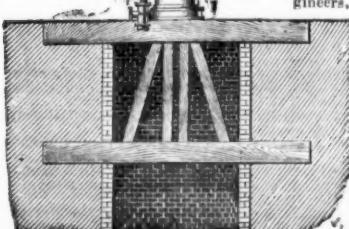
Wishes to draw the attention of Mining Engineers, and others, to his

IMPROVED
DIRECT-ACTING

PUMPING
ENGINE.

Also, every description of

WINDING
ENGINES.



PORTABLE ENGINES, FROM 4 TO 25-HORSE POWER.

THRASHING MACHINES,

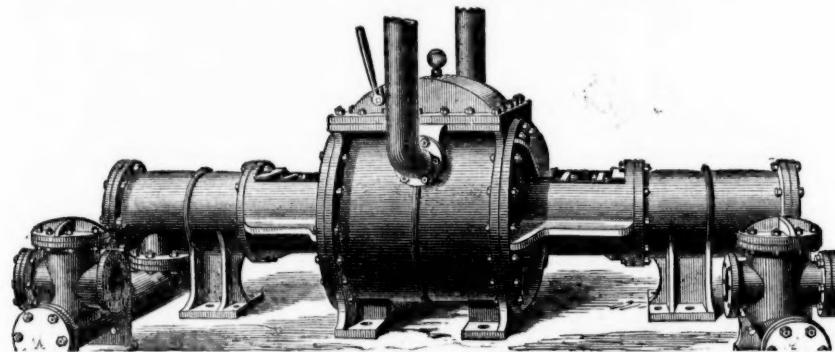
Single, Double, and Treble Blast, with Patent Rolled Steel Beater Plates, and all other Recent Improvements.

CLAYTON & SHUTTLEWORTH,

Stamp End Works, Lincoln; and 78, Lombard Street, London.

CATALOGUES ON APPLICATION. FREE BY POST.

HAYWARD TYLER AND CO.'S PATENT STEAM PUMPING MACHINERY FOR DEEP MINES.

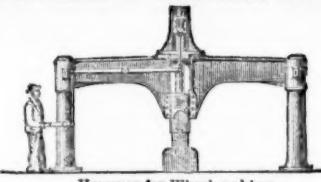
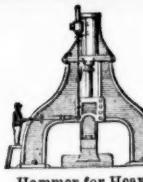


The Machine erected in South Wales (at the Broad Oak Colliery, Loughor, near Llanelli), has a steam cylinder 40 inches diameter and two plungers of 8 inches diameter, and is raising 15,000 gallons of water per hour, the steam-boiler being on the surface. This it does with the greatest ease, the pump-valves working with scarcely any perceptible sound. The length of the incline besides the vertical lift is at present about 250 yards. The pump is constructed to be moved down the working as it advances, and is calculated to force the water to a height of 700 feet through a horizontal distance of 490 yards. For full description see *Mining Journal*, *Colliery Guardian*, *Engineering*, &c.

Sole Makers, HAYWARD TYLER & CO., Hydraulic Engineers,
84 and 85, UPPER WHITECROSS STREET, LONDON, E.C.

PRIZE MEDALS—PARIS, 1867; HAVRE, 1868; HIGHLAND SOCIETY, 1870.

B. & S. MASSEY, OPENSHAW CANAL IRONWORKS, MANCHESTER.

Special
Steam Stamp.Hammer for General
Smith Work, &c.Hammer for Wheel-making,
Copper Work, &c.Hammer for General
Smith Work, &c.Hammer for Heavy
Forgings.

PATENTEES AND MAKERS OF DOUBLE AND SINGLE-ACTING STEAM HAMMERS of all sizes, from 17 lbs. to 20 tons, with Self-acting or Hand Motions, in either case giving a perfectly DEAD-BLOW, while the former may be worked by hand when desired. Large Hammers, with Improved Framing, in Cast or Wrought Iron. Small Hammers working up to 500 blows per minute, in some cases being worked by the foot of the smith, and not requiring any separate driver.

SPECIAL STEAM STAMPS, of great importance for Smith Work, Bolt-making, Punching, Bending, &c.

Hammers for Engineers, Machinists, Ship-builders, Steel Tilters, Millwrights, Coppersmiths, Railway Carriage and Wagon Builders, Colliery Proprietors, Ship Smiths, Bolt Makers, Cutlers, File Makers, Spindle and Flyer Makers, Spade Makers, Locomotive and other Wheel Makers, &c.; also for use in Repairing Smithies of Mills and Works of all kinds, for Straightening Bars, Bending Cranks, Breaking Pig-iron, &c.

STEAM HAMMERS AND STEAM STAMPS MAY ALWAYS BE SEEN AT WORK.



PATENT "NE PLUS ULTRA" RESPIRATOR, FOR Coal Mines, Fire Brigades, Gas Companies, Breweries, Foul Wells, Chemical Works, Steam Ships, &c., &c.

This NEW RESPIRATOR is offered to the public as an INVALUABLE MEANS for SAVING LIFE and PROPERTY.

"I have used it successfully at several fires, and can with confidence recommend it as one of the most useful inventions that has ever been discovered to assist firemen in the discharge of their duties."

(Signed) ALFRED TOZER,
Superintendent Fire Brigade, Manchester."

PRICES:—No. 1, £8 8s.; No. 2, £9 9s.; No. 3, £10 10s. Goggles for firemen 10s. each extra. Lamps for collieries extra.

For particulars, apply to—

JAMES SINCLAIR,

46, CORPORATION STREET, MANCHESTER
9B, NEW BROAD STREET, LONDON.

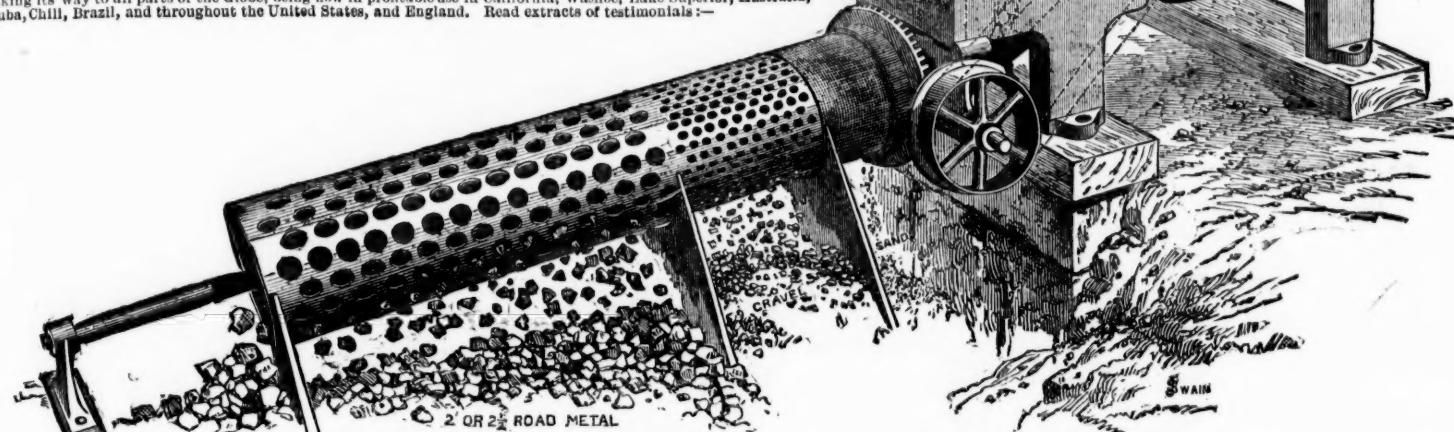
AWARDED TWENTY GOLD AND SILVER FIRST-CLASS PRIZE MEDALS.

IMMENSE SAVING OF LABOUR.
TO MINERS, IRONMASTERS, MANUFACTURING CHEMISTS, RAILWAY COMPANIES, EMERY AND FLINT GRINDERS, MACADAM ROAD MAKERS, &c., &c.

BLAKE'S PATENT STONE BREAKER, OR ORE-CRUSHING MACHINE,

FOR REDUCING TO SMALL FRAGMENTS ROCKS, ORES, AND MINERALS OF EVERY KIND.
This is the only machine that has proved a success. This machine was shown in full operation at the Royal Agricultural Society's Show at Manchester, and at the Highland Agricultural Society's Show at Edinburgh, where it broke 1½ ton of the hardest trap or winstone in eight minutes, and was AWARDED TWO FIRST-CLASS SILVER MEDALS.

It has also just received a SPECIAL GOLD MEDAL at Santiago, Chile.
It is rapidly making its way to all parts of the Globe, being now in profitable use in California, Washoe, Lake Superior, Australia, Cuba, Chile, Brazil, and throughout the United States, and England. Read extracts of testimonials:-



The Parys Mines Company, Parys Mines, near Bangor, June 6.—We have had one of your stone breakers in use during the last 12 months, and Capt. Morcom reports most favourably as to its capabilities of crushing the materials to the required size, and its great economy in doing away with manual labour.

For the Parys Mining Company.

JAMES WILLIAMS.

Eaton Emery Works, Manchester.—We have used Blake's patent stone breaker made by you for the last 12 months, crushing emery, &c., and it has given every satisfaction. Some time after starting the machine a piece of the moveable jaws about 20 lbs. weight, chilled cast-iron, broke off, and was crushed in the jaws of the machine to the size fixed for crushing the emery.

H. R. Marsden, Esq.

THOS. GOLDSWORTHY & SONS.

Alkali Works, near Wednesbury.—I at first thought the outlay too much for so simple an article, but now think it money well spent.

WILLIAM HUNT.

Welsh Gold Mining Company, Dolgelly.—The stone breaker does its work admirably, crushing the hardest stone and quartz.

WM. DANIEL.

Our 15 by 7 in. machine has broken 4 tons of hard winstone in 20 minutes, for fine road metal, free from dust.

MESSRS. ORD AND MADDISON,
Stone and Lime Merchants, Darlington.

Kirkless Hall, near Wigan.—Each of my machines breaks from 100 to 120 tons of limestone or ore per day (10 hours), at a saving of 4d. per ton.

JOHN LANCASTER.

Ovoca, Ireland.—My crusher does its work most satisfactorily. It will break 10 tons of the hardest copper ore stone per hour.

WM. G. ROBERTS.

General Frémont's Mines, California.—The 15 by 7 in. machine effects a saving of the labour of about 30 men, or £75 per day. The high estimation in which we hold your invention is shown by the fact that Mr. Park has just ordered a third machine for this estate.

SILAS WILLIAMS.

Your stone breaker gives us great satisfaction. We have broken 101 tons of Spanish pyrites with it in seven hours.

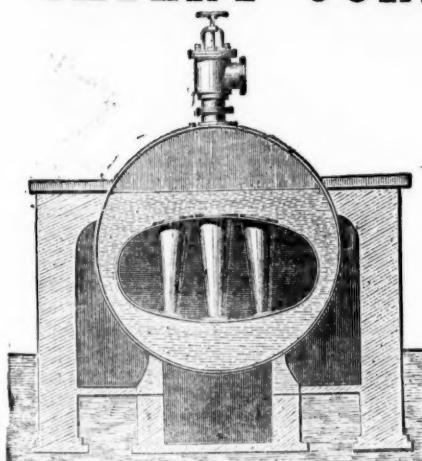
EDWARD AARON,

Weston, near Runcorn.

For illustrated catalogue, circulars, and testimonials, apply to—

H. R. MARSDEN, SOHO FOUNDRY,
MEADOW LANE, LEEDS,
ONLY MAKER IN THE UNITED KINGDOM.

GALLOWAY'S PATENT CONICAL WATER TUBES FOR STEAM BOILERS.

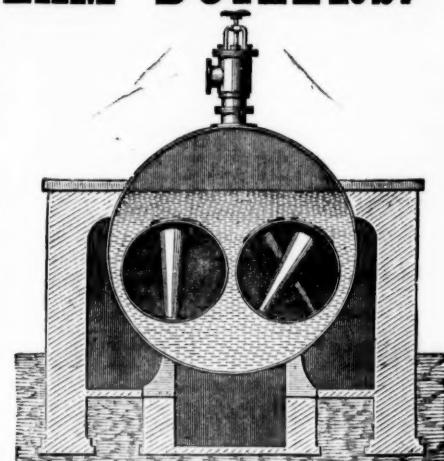


Section of the "Galloway" Boiler, showing arrangement of back flues, the furnaces being of the same construction as in the common two-flued boiler.

The above TUBES are made with such an amount of taper as will allow the bottom flange to pass through the hole in the upper side of the boiler flue, which renders their introduction into ordinary fluid boilers a simple operation, and with the following advantages:—
THE POWER OF THE BOILER IS CONSIDERABLY INCREASED, and the FLUES ARE MATERIALLY STRENGTHENED.
THE CIRCULATION OF THE WATER IS MUCH IMPROVED, and UNEQUAL EXPANSION with its attendant evils, PREVENTED.
LIABILITY TO PRIME IS LESSENERED.

These Tubes have now been in use upwards of fourteen years, and above 50,000 are in work in various parts of the country with the best results.
They can be fixed by any boiler-maker, but can only be obtained from the Patentees.

W. & J. GALLOWAY & SONS,
ENGINEERS AND BOILER MAKERS
MANCHESTER,
Makers of Wrought-iron Parallel Tubes, 40s. p. cwt.
MANUFACTURERS OF THE WELL-KNOWN



Section of Cornish Boiler, showing application of the "Galloway" Tubes.

"GALLOWAY BOILER,"

AS PER SKETCH ANNEXED.

UPWARDS OF TWO THOUSAND OF WHICH ARE NOW AT WORK.

BOILERS OF ANY DIMENSIONS, UPON THIS OR ANY OTHER PLAN, CAN BE DELIVERED WITHIN A FEW DAYS FROM RECEIPT OF ORDER.

STEAM ENGINES OF EVERY DESCRIPTION.

General Millwrighting.—Hydraulic Machinery.—Polishing, Grinding, and other Machines for Plate Glass.

LEAD ROLLING MILLS AND PIPE PRESSES. CAST AND WROUGHT-IRON GIRDER BRIDGES.

HALEY AND OTHER LIFTING JACKS, BOILER RIVETS, &c.—SCREW BOLTS, STEEL PUNCHING BEARS.

Shearing and Punching Machines Bending Rolls, and every description of Boilermakers' Tools, &c., &c.

CHAS. PRICE AND CO.'S RANGOON ENGINE OIL, AS SUPPLIED TO H.M. DOCKYARDS AND FLEET.



THIS OIL is suitable to every kind of Machinery. As a lubricant it is equal to the best Sperm or Lard Oil, while it possesses the great advantage of being entirely free from any principle which will corrode the metal bearings.

For particular kinds of Machinery, the Oil may be specially prepared of a consistency and character adapted to the nature of the work to be done.

"Chemical Laboratory, 7, Printing House-square, Blackfriars, April, 1869.

"I herewith certify that the Rangoon Engine Oil, manufactured by Messrs. Chas. Price and Co., is free from any material which can produce corrosion of the metal work of machinery. It is indeed calculated to protect metallic surfaces from oxidation.

"The lubricating power of this oil is equal to Sperm or Lard Oil.

"W. KEATES, F.C.S., &c., &c."

Every parcel of the oil sent from the works bears the Trade Mark of the Firm.

LONDON: CASTLE BAYNARD, UPPER THAMES STREET.

WORKS: MILLWALL, POPLAR!

IMPORTANT TO CHURCHWARDENS, AND OTHERS.
WITH A VIEW TO POPULARISE

PUBLIC TIME INDICATORS,

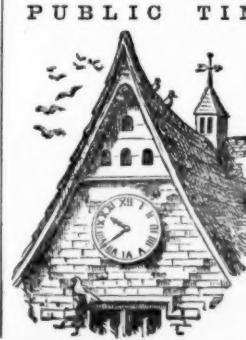
We have produced a specialty that places us beyond the bounds of competition. We beg to call attention to our Works, Stable, or Yard TURRET TIME-PIECE, all complete, ready for fixing. Dial 2 feet, raised figures, gold and blue ground; can be fixed by any joiner in a day.

Price, net cash £15 0 0
If 3 feet dial 16 10 0
4 feet dial, and stronger works 20 0 0

All warranted two years.

Complete Church Clocks from £40.

Turret Clock and Lightning Conductor Makers to the late Earl of Rosse, the Bishop of Manchester, Sir F. Crossley, Bart., British and Foreign Governments, &c., &c.



ALBION WORKS, SALFORD,
LANCASHIRE.

BICKFORD'S PATENT

SAFETY FUSE,
FOR CONVEYING
FIRE TO THE
CHARGE IN BLASTING ROCKS, &c.

Obtained the PRIZE MEDALS at the "ROYAL EXHIBITION" of 1851; at the "INTERNATIONAL EXHIBITION" of 1855; in London; at the "IMPERIAL EXPOSITION" held in Paris, in 1855; at the "INTERNATIONAL EXHIBITION," in Dublin, 1865; at the "UNIVERSAL EXPOSITION" in Paris, 1867; and at the "GREAT INDUSTRIAL EXHIBITION," at Altona, in 1869.



BICKFORD, SMITH, AND CO.,
OF TUCKINGMILL, CORNWALL, MANUFACTURERS OF PATENT SAFETY-FUSE, having been informed that the name of their firm has been attached to the trade and public to the following announcement:—
EVERY COIL OF FUSE MANUFACTURED by them
has TWO SEPARATE THREADS PASSING THROUGH THE COLUMN OF GUNPOWDER, and BICKFORD, SMITH, AND CO. CLAIM SUCH TWO SEPARATE THREADS as THEIR TRADE MARK.

THE NATIVE SILICATE PAINTS,

MANUFACTURED BY THE

SILICATE PAINT COMPANY,

Contain Silicate in a peculiar form, extracted from a mineral of volcanic origin, only as yet discovered in a single deposit, rendering the surface of iron and wood indestructible and unchangeable, causing the paint to petrify: It has no chemical action like lead paints when applied to metal; It sets quickly, and dries as hard as marble; Its covering properties are so much greater than ordinary paint that it is the most economical of all paints.

To SHIPPERS.—It will stand intense frost or tropical heats, and resist the action of salt water.

It is particularly adapted for flattening purposes, and all kinds of out and in door iron and wood work, railway bridges and carriages, iron houses, ships' bottoms, mining plant, and all descriptions of wood and iron work.

SUPPLIED IN ALL COLOURS.

THE PETRIFYING LIQUID, OR SILUTION OF SILICA,

FOR RENDERING

BUILDINGS OF STONE AND BRICK, PLASTER, AND CEMENT WORK IMPERVIOUS TO DAMP.

SILICATE PAINT COMPANY,

24, FENWICK STREET, LIVERPOOL.

LOCOMOTIVE TANK ENGINES

FOR MAIN LINE TRAFFIC, SHORT LINES, COLLIERIES, CONTRACTORS, IRONWORKS, MANUFACTORIES, &c., from a superior specification, equal to their first-class Railway Engines, and specially adapted to sharp curves and heavy gradients, may always be had at a short notice from—

MESSRS. BLACK, HAWTHORN, AND CO.,

LOCOMOTIVE, MARINE, AND STATIONARY ENGINE WORKS,

GATESHEAD-ON-TYNE.

London Office: 118, CANNON STREET, E.C.

MECHANICAL VENTILATORS FOR MINES.

MESSRS. BLACK, HAWTHORN, AND CO.,

LOCOMOTIVE, MARINE, AND STATIONARY ENGINE WORKS,

GATESHEAD-ON-TYNE.

HAVE now a specialty for the construction of the "GUIBAL" FAN, with their Engines designed expressly for them. Tenders sent on application.

London Office: 118, CANNON STREET, E.C.

THE TAVISTOCK FOUNDRY, IRON WORKS,

AND HAMMER MILLS,

ESTABLISHED MORE THAN HALF A-CENTURY,

have been purchased by

NICHOLLS, MATHEWS, AND CO.,

Who are in a position to MANUFACTURE ALL KINDS OF ENGINEERING and FOUNDRY WORK, SHOVELS, and MINING TOOLS of every description; and have had large experience in preparing

MACHINERY FOR FOREIGN MINES,

As well as selecting mechanics to erect the same.

N., M., AND CO. have always a STOCK of SECOND HAND MATERIALS.

JOHN BOURNE AND CO.,

ENGINEERS, SHIPBUILDERS, AND CONTRACTORS,

BLOWING ENGINES, WINDING ENGINES,

Bourne's Patent Spherical Governors, Bourne's Patent Feedwater Heaters,

Bourne's Patent Gas Furnaces, Bourne's Patent Coal-dust Furnaces,

PUMPING ENGINES, STEAM BOILERS,

66, MARK LANE, LONDON.

MACHINERY FOR MINES AND SLATE QUARRIES

SAWING, PLANING, DRESSING, AND ROCK-BOARING MACHINES

FOR SLATE.

WATER BALANCES, WATER WHEELS, WINDING AND PUMPING MA-

CHINERY; and PLANT of every description for MINES or QUARRIES.

STEAM ENGINES—STATIONARY, MARINE, or LOCOMOTIVE.

BOILERS AND GIRDER WORK.

SHAFTING, PULLEYS, AND GENERAL MILLWORK.

MACHINERY AND GENERAL CASTINGS.

SPUR and BEVEL WHEELS of any diameter or pitch moulded by machinery

DE WINTON AND CO.,

UNION IRON WORKS, CARNARVON.

WHEATLEY KIRK & PRICE,

(ESTABLISHED 1850.)

AUCTIONEERS AND VALUERS

OF EVERY DESCRIPTION OF

COLLIERY PLANT, IRONWORKS, &c.

Estimates for Periodical Surplus Sales, Annual Valuations, &c.

35, PRINCESS STREET, MANCHESTER.

THE GREAT WESTERN HOTEL

(Snow Hill Station),

BIRMINGHAM.

"One of the most elegant, comfortable, and economical Hotels in the three Kingdoms."—The Field, July 31, 1869.

JOHN AND EDWIN WRIGHT

PATENTEES,

(ESTABLISHED 1770.)

MANUFACTURERS OF EVERY DESCRIPTION OF

IMPROVED

PATENT FLAT AND ROUND WIRE ROPES

From the very best quality of charcoal iron and steel wire.

PATENT FLAT AND ROUND HEMP ROPES.

SHIPS' RIGGING, SIGNAL AND FENCING STRAND, LIGHTNING CON-

DUCTORS, STEAM PLOUGH ROPES (made from Webster and Horsfall's patent steel wire), HEMP, FLAX, ENGINE YARN, COTTON WASTE,

TARPAULING, OIL SHEETS, BRATTICE CLOTHS, &c.

UNIVERSE WORKS, MILLWALL, POPLAR, LONDON.

UNIVERSITY WORKS, GARRISON STREET, BIRMINGHAM.

CITY OFFICE No. 5, LEADENHALL STREET, LONDON, E.C.

ACCIDENTS CAUSE LOSS OF LIFE.

ACCIDENTS CAUSE LOSS OF TIME.

ACCIDENTS CAUSE LOSS OF MONEY.

PROVIDE AGAINST ACCIDENTS OF ALL KINDS

BY INSURING WITH THE

RAILWAY PASSENGERS' ASSURANCE COMPANY.

An annual payment of £3 to £5s. insures £1000 at death, or an allowance at

the rate of £6 per week for injury.

£55,000 have been paid as compensation—

One out of every 12 Annual Policy Holders becoming a claimant each year.

For particulars, apply to the Clerks at the Railway Stations, to the

Local Agents, or at the Offices—

64, CORNHILL, and 10, REGENT STREET, LONDON.

WILLIAM J. VIAN, Secretary.

b, blonde: cl, coal; c, copper; g, gold; l, lead; s, silver; sl, slate; s-l, silver-lead; t, tin; z, zinc.

THE MINING SHARE LIST

BRITISH DIVIDEND MINES.									
Shares.	Mines.	Paid.	Last Pr.	Business.	Total diss.	Per share.	Last paid.	Shares.	Mines.
1500 Alderley Edge, c, Cheshire*	10 0 0 ..	..	..	..	10 6 ..	0 5 0 ..	Jan. 1869	12800 Aberdannan, l, Llandiloos*	5 0 0 ..
6000 Boscastle, t, c, St. Just	1 0 0 ..	..	..	..	0 2 0 ..	0 2 0 ..	Apr. 1870	20000 Aberdovey, l, Merionethshire	1 0 0 ..
20000 Brooklyn, t, Cardigan*	2 10 0 ..	23	23	23	2 11 0 ..	0 1 0 ..	Feb. 1871	30000 Bamfylde Copper Mining Co.*	1 0 0 ..
4000 Brookwood, c, Buckfastleigh	1 16 0 ..	..	..	..	0 17 6 ..	0 2 0 ..	Mar. 1871	4000 Bedford United, c, Tavistock	3 5 0 ..
5094 Bwlch Consols, s-l, Cardigan*	4 0 0 ..	..	..	..	0 9 0 ..	0 2 0 ..	Mar. 1871	20000 Blaen Caerlan, s-l, Cardigan*	4 6 2 ..
6400 Cashwell, t, Cumberland	2 10 0 ..	..	..	..	0 14 6 ..	0 2 0 ..	Dec. 1870	5000 Blue Hills, t, c, St. Agnes	1 9 0 ..
916 Cargoll, s-l, Newlyn	16 5 7 ..	13	..	..	18 15 0 ..	0 10 0 ..	Aug. 1869	20000 Brynmabur, t, Cardigan*	1 0 0 ..
2450 Cook's Kitchen, c, Illogan*	19 14 9 ..	24	23	24	5 5 6 ..	0 12 6 ..	Jan. 1871	7500 Brynmawr, t, Cardigan*	2 0 0 ..
867 Cwm Eifin, t, Cardiganshire*	7 10 0 ..	..	..	..	3 13 0 ..	0 5 0 ..	Sept. 1871	6000 Budnick Consols, t, Perranz*	0 15 9 ..
128 Cwmystwyth, t, Cardiganshire*	60 0 0 ..	..	..	..	387 10 0 ..	2 0 0 ..	Feb. 1869	6000 Bwadral Cons., s-l, Cardigan	3 5 0 ..
280 Dewart Mines, s-l, Durham	300 0 0 ..	..	..	..	177 0 ..	2 10 0 ..	July 1869	30000 Cadidell Fells, l, Cumberland	1 17 6 ..
1024 Devon Gt. Consols, c, Tavistock	1 0 0 ..	105	90 100	1143	0 0 4 ..	0 4 0 ..	Nov. 1870	910 Cadron Consols, c, St. Cleer	33 16 0 ..
565 Ding Dong, t, Gwylt*	49 14 6 ..	..	..	..	7 10 0 ..	0 10 0 ..	Aug. 1870	6400 Cardigan Bay, s-l, Aberystwyth	5 0 0 ..
1432 Dolecath, c, t, Camborne	32 4 8 ..	137	24	24	254 2 6 ..	0 3 0 ..	Feb. 1871	6000 Camborne, c, Camborne	5 0 0 ..
12800 Drake Walls, t, Calstock	2 10 0 ..	1	..	..	1 3 3 ..	0 1 0 ..	July 1870	256 East Bottle Hill, Plympt., t	1 6 0 ..
6144 East Cardon, c, St. Cleer	2 14 6 ..	5	5 5	5	14 11 6 ..	0 2 0 ..	July 1867	1055 Craddock Moor, c, St. Cleer	15 8 0 ..
300 East Darren, t, Cardiganshire	32 0 0 ..	..	..	..	188 10 0 ..	0 2 0 ..	Sept. 1870	8000 Crever & Wheal Abraham*	2 0 0 ..
6400 East Pool, t, c, Pool, Illogan	0 9 9 ..	11	11	11	6 3 ..	0 5 0 ..	Mar. 1871	12000 Cwm Fron, l, Llandiloos	0 10 0 ..
1906 East Welsh Lovell, t, Wendron	3 9 0 ..	26	27	28	16 16 0 ..	0 2 0 ..	Feb. 1871	4000 Cwm Ricket, l, Montgo.	2 15 0 ..
2800 Foxdale, l, Isle of Man*	25 0 0 ..	..	..	..	18 0 0 ..	0 15 0 ..	Mar. 1871	5000 Folwen, t, Cardigan*	0 15 0 ..
5000 Frank Mills, t, Christow	3 18 6 ..	..	..	..	4 8 0 ..	0 2 6 ..	Aug. 1870	5000 Duchy and Stuckley, ant.	1 0 0 ..
3950 Gwntown, c, Tavistock	3 10 6 ..	..	..	..	0 3 0 ..	0 3 0 ..	Dec. 1870	30000 Dylife Consols, s-l, Mont.	1 17 6 ..
1000 Great Laxey, l, Isle of Man*	4 0 0 ..	17	16	17	18 17 0 ..	0 8 0 ..	Mar. 1871	256 East Bottle Hill, Plympt., t	1 6 0 ..
3000 Great Northern Mangano*	5 0 0 ..	..	..	..	5 5 6 ..	0 5 0 ..	Feb. 1869	1055 Craddock Moor, c, St. Cleer	15 8 0 ..
5908 Great Wheal Vor, t, Holston*	40 0 0 ..	9	9	9	15 12 0 ..	0 3 6 ..	June 1870	8000 Crever & Wheal Abraham*	2 0 0 ..
1024 Gunns Lake (Clitter's), t, c	4 19 0 ..	..	..	..	0 2 0 ..	0 1 0 ..	Nov. 1870	12000 Cwm Fron, l, Llandiloos	0 10 0 ..
1024 Herodsfoot, t, near Liskeard*	8 10 0 ..	45	44	46	55 10 0 ..	1 0 0 ..	Feb. 1871	4000 Devon & Cornwall United	6 6 0 ..